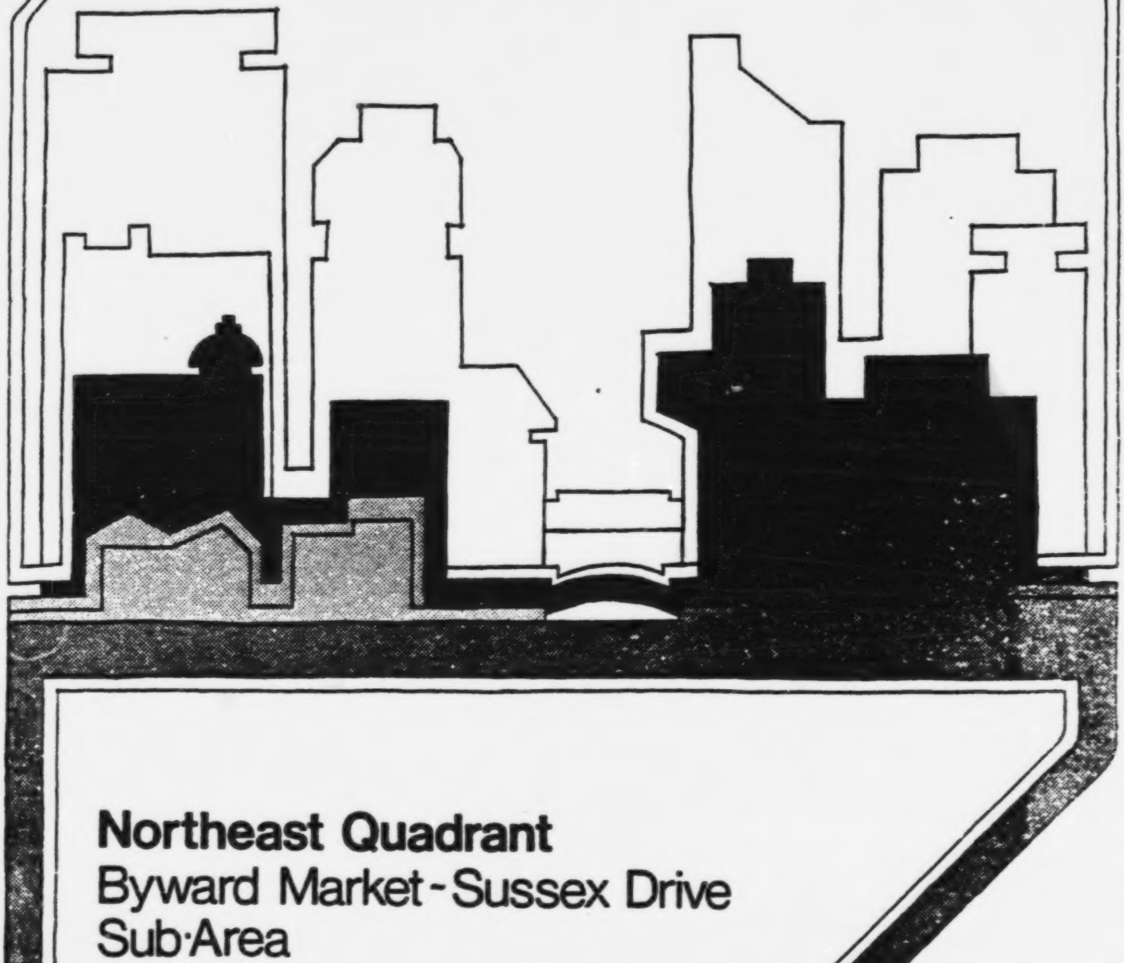
Central Area

Fringe Area Study
Draft Development Plan



Northeast Quadrant
Byward Market - Sussex Drive
Sub-Area

April 1981

City of Ottawa — Planning Branch — Department of Community Development

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byward market · sussex drive sub area draft development plan

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Introduction

1.1
PURPOSE AND SCOPE

This planning study of the ByWard Market/Sussex Drive Area forms part of an overall review of existing plans, policies and zoning affecting the whole of Ottawa's Central Area. One of the initial stages of this review exercise consisted of a consolidation into one report of all general policies approved since 1972 affecting the Central Area, and the introduction of new policies seen appropriate for the future development of the Central Area.(1) On the basis of the foregoing, more detailed planning studies of the various sub-areas of the Central Area were then possible.

This planning document, therefore, enumerates the policies and proposals that will influence and guide future development in the ByWard Market/Sussex Drive Area and recommends strategies and means of implementing the policies and proposals.

1.2
PLANNING PROCESS

The Central Area consists of a commercial core area and three predominantly residential fringe areas. The ByWard Market/Sussex Drive Area (shown as Area 'A' on Map No. 1) is a sub-area of the Northeast Quadrant. Its typical retail/entertainment function and the significance of its heritage character give it a unique identity. This identity is regional and therefore, not only limited to the Northeast Quadrant and/or the Central Area.

For the purpose of this study, the analysis of conditions in the ByWard Market/Sussex Drive Area was mostly carried out within the context of the Northeast Quadrant Study Area. The initial phase consisted of an analysis of the main components and characteristics of the Northeast Quadrant, the identification of the issues requiring consideration and a review of plans affecting the area.(2) During this initial phase, an open house was held in June, 1979 in order to obtain public input.

The second phase consisted of the formulation of general proposals stating how the development of the Northeast Quadrant should occur. These proposals were contained in a Preliminary Draft Development Plan (3) and formed the basis on which this report was drafted. A public meeting was held in November, 1979 to discuss the basic elements of the Preliminary Plan.

The ByWard Market/Sussex Drive Draft Development Plan results from input/feedback received from various technical agencies, interest groups and the public on the Preliminary Plan and is a redefinition and further elaboration of the proposals contained in it. It constitutes the third and final phase of this planning study.

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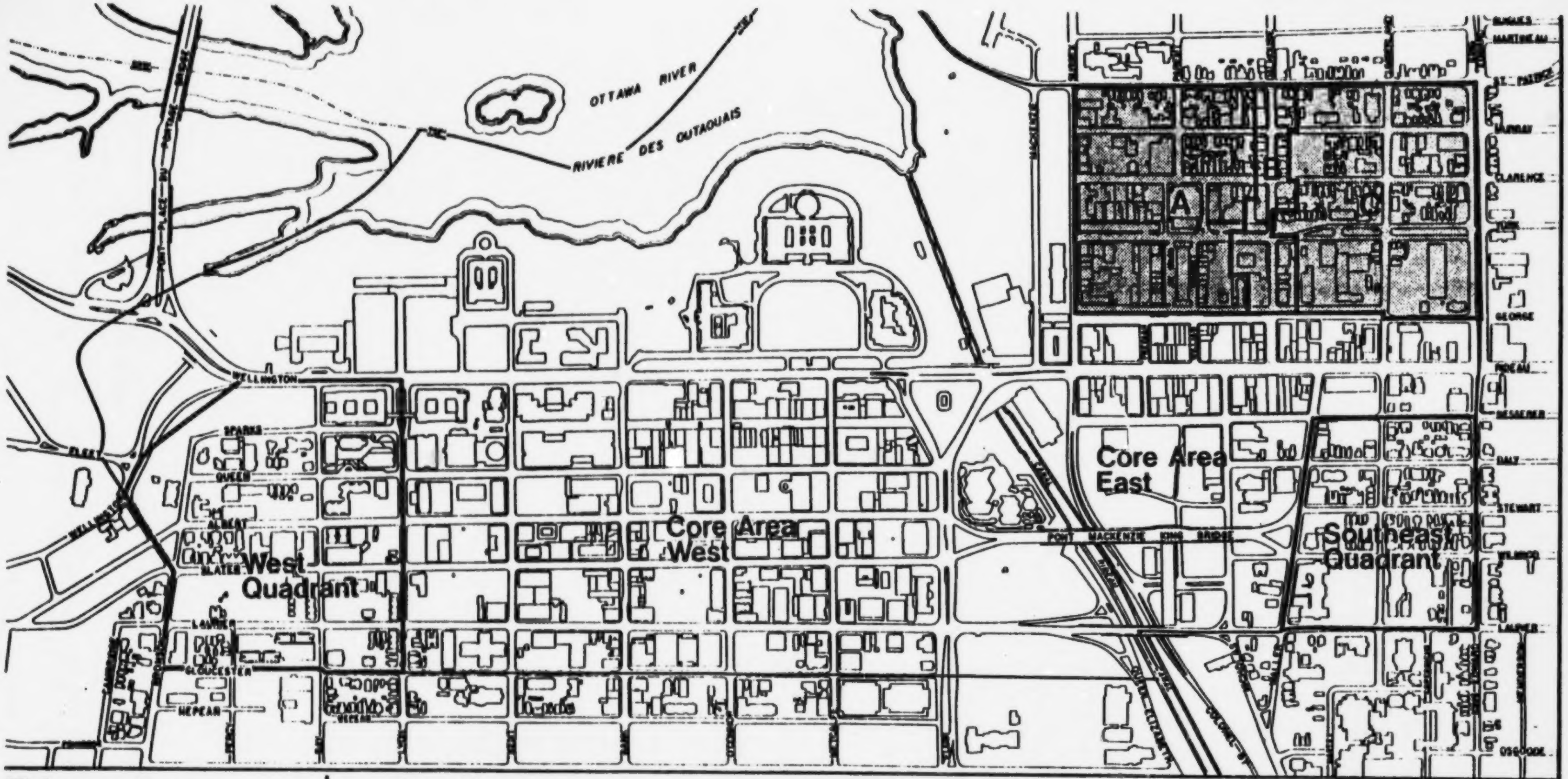
(1) 'Planning Policies - Central Area', Planning Branch, City of Ottawa, June, 1979; adopted by City Council on August 15, 1979.

(2) 'Background Report to the Fringe Areas', Planning Branch, City of Ottawa, June, 1979. Final edition: January, 1980.

(3) 'Northeast Quadrant Draft Development Plan - What We Are Aiming For', Planning Branch, City of Ottawa, September, 1979.


OTTAWA RIVER
RIVIERE DES OUTAOUAIS
PONT DU PORTAGE BRIDGE
WELLINGTON
SPARKS
QUEEN
ALBERT
SLATER
LAURIER
GLOUCESTER
NEPEAN
West Quadrant
Core Area West
Core Area East
Southeast Quadrant
MACKENZIE KING BRIDGE
CANAL
COLONEL BY
QUEEN ELIZABETH
A
B
C
BRUYERE
MARTINEAU
ST. PATRICK
MURRAY
CLARENCE
YORK
GEORGE
RIDEAU
BESSERER
DALY
STEWART
WILBROD
LAURIER
OSGOODE

Fringe Area
Aire secondaire

Ottawa
Central Area
Aire centrale

Location Plan

▨ Northeast Quadrant

A Byward Market · Sussex Drive Sub Area
B Dalhousie Street Sub·Area
C East of Dalhousie Street Sub·Area

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Technical Services Division
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Drawn by·Dessiné par: W. Clouthier
Date: March·mars 1979 PB 818
Scale·Echelle:

January·Janvier 1980 Sroblowski
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1.3
THE OVERALL PLANNING CONTEXT

BY-LAW AZ-64

In 1963, the framework was laid for a comprehensive zoning by-law for the City of Ottawa known today as By-law AZ-64. This framework consisted primarily of population projections for the City of Ottawa and estimations of floor space potential for the Central Area.

Reference would be made to the Northeast Quadrant Report for a detailed discussion of population projections envisaged in By-law AZ-64. It is perhaps sufficient to state that the population and employment projections were reflected in the creation of significant commercial potential in the Central Area. For its part the ByWard Market area was seen as having a commercial potential well in excess of the existing buildings thus anticipating huge scale redevelopment.

CENTRAL AREA STUDY: 1969

The enactment of the City's Comprehensive Zoning By-law AZ-64 was followed by the preparation of a development plan for the Central Area.(4) The reason for the Hammer study was the concurrence of the three levels of government that the National Capital was not like any other city and that its future growth should be guided by a more comprehensive and consolidated set of plans. This joint awareness is a result of an apparent inappropriateness of By-law AZ-64 in not being able to cope with what was believed to be an explosion in office space demand and population growth and the resulting urban environment.

Reference should be made to the Northeast Quadrant Development Plan for a more detailed discussion of the Central Area Study - 1969. The main thrust of the 1969 Study was to strengthen the residential function of the Central Area and concentrated commercial uses and development to the Core Area.

CITY'S OFFICIAL PLAN AND AMENDMENT NO. 62

Shortly thereafter, the City's Official Plan was enacted (1970). It designated 'the Central Area,' as 'the parent commercial area of the entire urban complex'. The Central Area was intended to be the most active area in the whole urban scene and have all the attributes of a major shopping area in addition to the area where private office concentrations and most services of a city-wide scope would be found.

More specific to the Central Area are Amendment Nos. 62 (1971) and 63 (1972) of the Official Plan, which designated the Core Area as the 'central business area,' and the Northeast Quadrant as a 'secondary business area,' as shown on Map No. 2. The 'Secondary Business Area' category is intended to include all types of commercial uses, as well as service industry and other industrial uses ancillary to the Central Area, and such special functions as the ByWard Market.'
Amendments 62 and 63 have little or no effect on the ByWard Market area, where existing uses and intensity of use were maintained.

EFFECTIVE GROWTH OF THE CENTRAL AREA

The rapid growth of the Federal Government which occurred in the late 1960's and early 1970's was followed by a more moderate population and employment growth rate in the 1970's. The main reasons for this slower growth were the two major decisions taken by the Federal Government in

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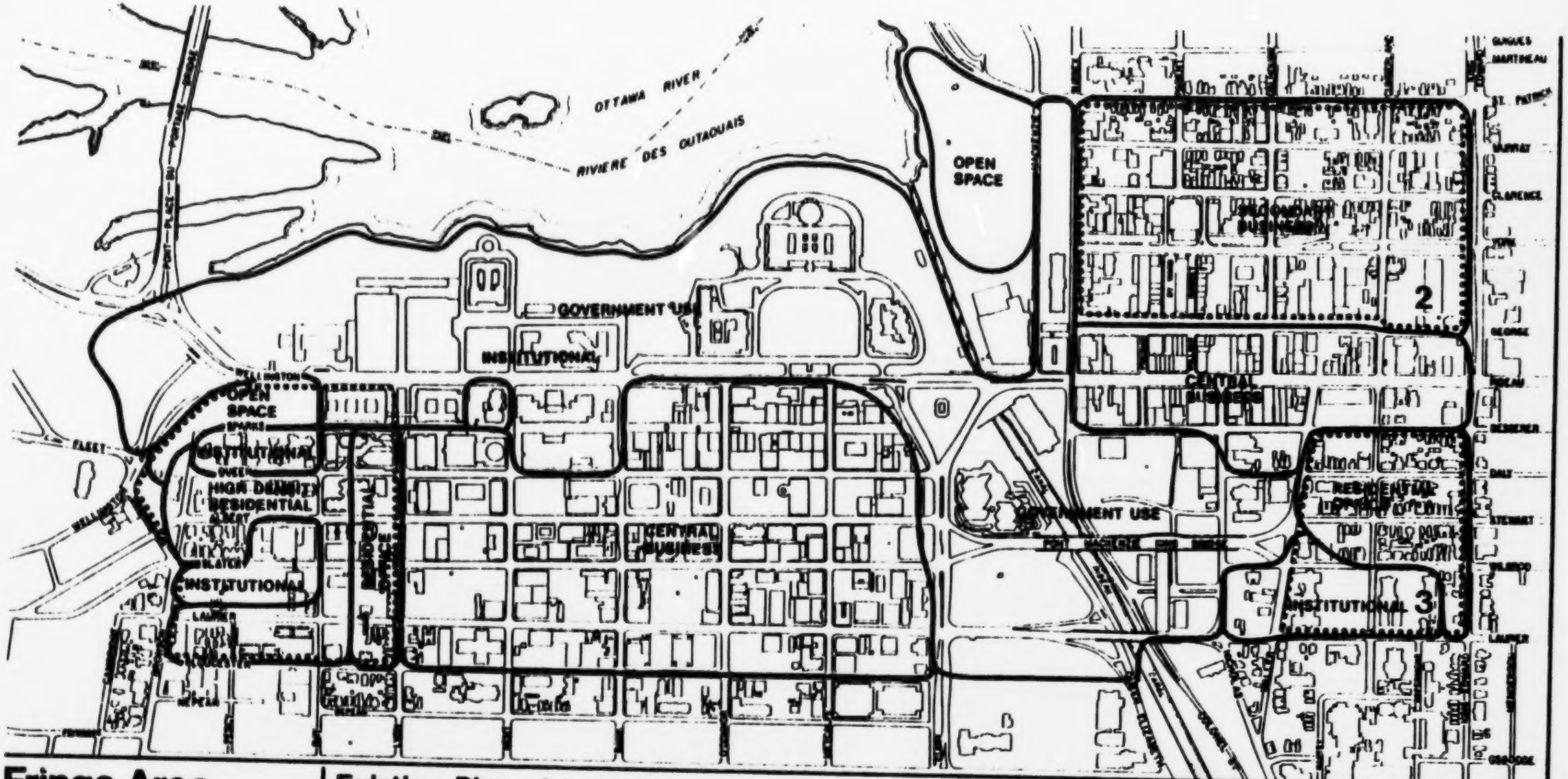
(4) Ottawa Central Area Study, Hammer, Greene and Siler, 1969.


OTTAWA RIVER
RIVIERE DES OUTAOUAIS
PONT PLACE DU PORTAGE BRIDGE
OPEN SPACE
GOVERNMENT USE
INSTITUTIONAL
OPEN SPACE
INSTITUTIONAL
HIGH DENSITY RESIDENTIAL
INSTITUTIONAL
CENTRAL BUSINESS
CENTRAL BUSINESS
GOVERNMENT USE
INSTITUTIONAL
2
3
WELLINGTON
SPARKS
QUEEN
SLATER
LAURIER
FLEET
MURRAY
CLARENCE
YORK
GEORGE
RIDEAU
DALY
STEWART
WILBROD
LAURIER
OSGOODE

Fringe Area
Aire secondaire

Ottawa
Central Area
Aire centrale

Existing Plan of Land Use
Extract From Amendment 62

- ...1 West Quadrant
- ...2 Northeast Quadrant
- ...3 Southeast Quadrant

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the 1970's to decentralize its services to the benefit of the City of Hull and other regions in Canada, and to reduce significantly its employment growth.

The Federal policy towards decentralization was known and taken into account by the Hammer Report but the decision to reduce its employment level was not known, hence, not considered in the population and employment growth projections. Moreover, these decisions were accompanied by an unpredicted significant decrease in the birth rate and an increased aging trend of the population which resulted, gradually, in a present population growth rate for the City of Ottawa of approximately zero.

The more moderate rate of population and employment growth also affected the estimated retail floor space requirements. The projected retail floor space made in the Hammer Report, which is a reduction from what was initially projected for By-law AZ-64, did not materialized. Consequently, the retail function of the Central Area is still encountering some difficulties in competing successfully with the regional shopping facilities. This inability persists despite such positive planning action as the addition of the Bank Street Promenade to the existing Sparks Street Mall. As for the ByWard Market Area, the recent establishment of several eating/entertainment facilities has further revitalized this Area. It added a new evening function to its primary day-time fresh produce and unexpensive good retail function. However, these changes are occurring perhaps to the disadvantage of the latter as they are being replaced by the new establishments more extensively than any other uses.

More elaborate planning actions combining many characteristics of a shopping centre and new features (the establishment of a convention centre) are being taken such as the Rideau Street Mall and the Rideau Centre Development Project. These two schemes aim at revitalizing the Central Area as a major shopping/activity area. Meanwhile, the Market Area is undergoing extensive renovations through private and public redevelopment which contribute to its diversification while still retaining its basic original character and function of a farmer's market. The retail function of the Central Area can only benefit from these planning actions.

RMOC OFFICIAL PLAN

The recently approved RMOC Official Plan specifically states that employment levels in the Central Area should not exceed 100,000 jobs. The Plan also recognizes the need to encourage residential uses in the Central Area. However, the City's existing Official Plan land use

ByWard Market

policies and the zoning by-law for the Central Area do not reflect this situation.

The purpose of the Central Area studies is to determine how best the policies of the Regional Plan, amongst others, may be achieved. They also aim at establishing the most appropriate set of policies and planning strategies that would ensure a more comprehensive and ordinate growth of the Central Area based on the most up-to-date population and employment growth factors and on innovative planning ideas.

1.4
CENTRAL AREA POLICIES

Given the above situation, a new set of planning policies for the Central Area were developed, as highlighted on Map No.3, and endorsed by City Council (5) establishing the planning principles to be followed for any future development/redevelopment action that would take place in the Central Area. As the ByWard Market/Sussex Drive Area is a sub-area of the Northeast Fringe Area of the Central Area, a review of the policies most relevant to the study area are highlighted below.

EMPLOYMENT

The intent of the employment level policies is to limit employment growth in the Central Area in accordances with the projected population and employment growth limits established in the RMOC's Official Plan. Consequently, a consolidation of the Core Area as the central business area of the Ottawa metropolitan area and greater emphasis on the residential function of the Fringe Areas such as the Northeast Quadrant were established.

RETAILING

The intent of the retailing policies are, firstly, to ensure that the strength and economic viability of commercial activities in the Core Area are maintained through the prevention of major commercial activities taking place in the area immediately adjacent to the Core Area. Secondly, they recognize the special commercial character of the ByWard Market and ensure that it will continue to fulfill its present role successfully. Finally, the retail policies are intended to encourage the provision of adequate local commercial activities in order to meet the needs of the existing and projected population of the Fringe Areas.

HERITAGE

The heritage policies for the Central Area endorse the policies established in the City's Official Plan of Heritage. It states 'that selected heritage buildings and areas within the Central Area be safeguarded and improved, wherever possible, combining both municipal and private action in accordance with the policies set out in the City's Official Plan of Heritage'. This policy is most relevant to the ByWard Market/Sussex Drive Area given the extent and significance of heritage in the subject area.

TOURISM

The tourism policies aim at recognizing the significant contribution which tourism makes to the economy of the Core Area and improving the means by which tourists can understand and enjoy the Core Area and its adjacent heritage areas. This is of particular interest to the ByWard Market/Sussex Drive Area given that it is a major focal point for tourists. The diversity and adequacy of tourist accommodation are also seen as contributing factors.

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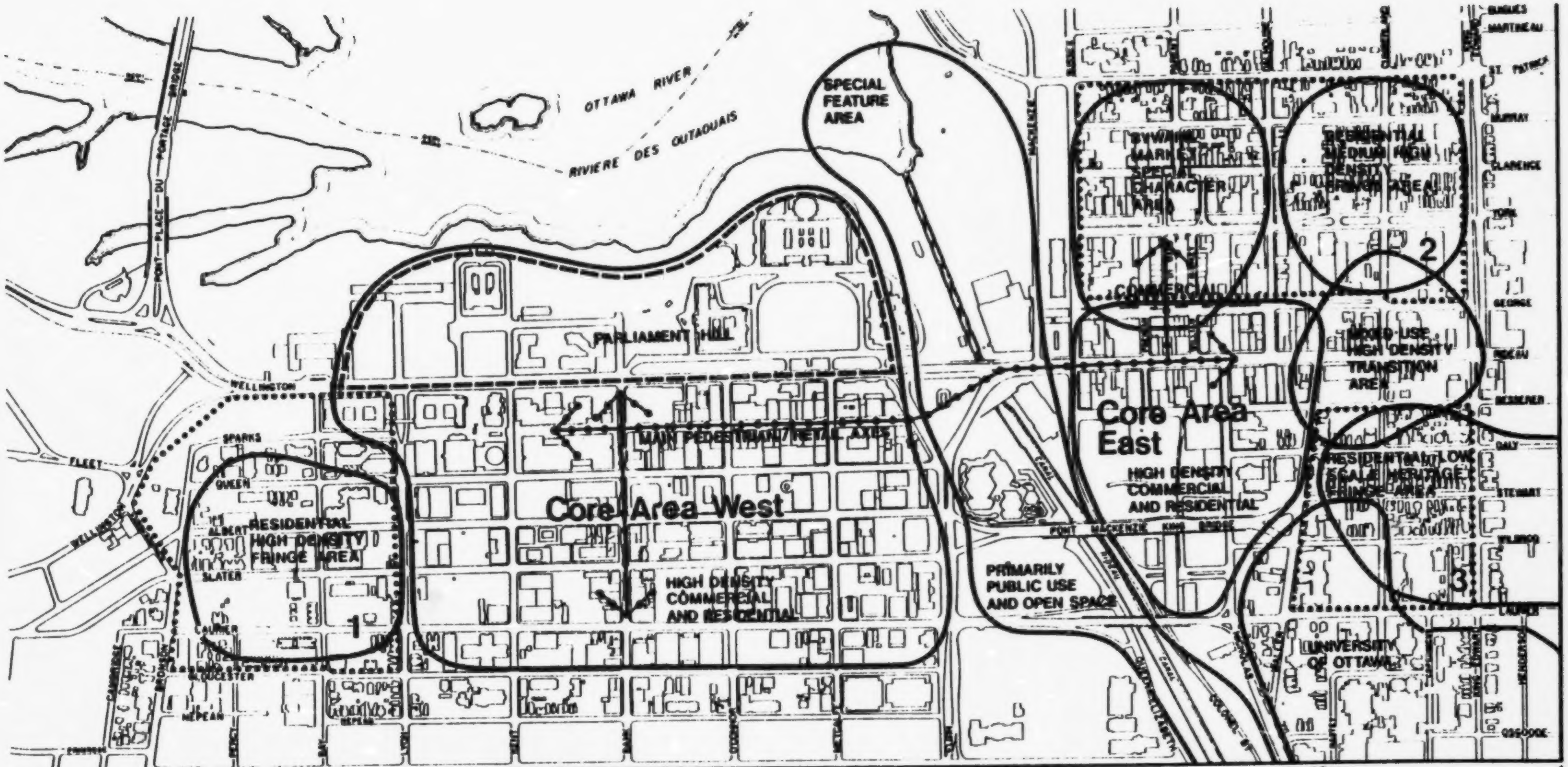
5. 'Planning Policies - Central Area', Planning Branch, City of Ottawa, June, 1979; adopted by City Council on August 15, 1979.


OTTAWA RIVER
RIVIERE DES OUTAQUAIS
PONT—PLACE—DU—PORTAGE—BRIDGE
SPECIAL FEATURE AREA
PARLIAMENT HILL
WELLINGTON
SPARKS
QUEEN
ALBERT
SLATER
LAURIER
GLOUCESTER
NEPEAN
FLEET
RESIDENTIAL HIGH DENSITY FRINGE AREA
1
Core Area West
MAIN PEDESTRIAN / RETAIL AXES
HIGH DENSITY COMMERCIAL AND RESIDENTIAL
PRIMARILY PUBLIC USE AND OPEN SPACE
CANAL
MACKENZIE
PONT MACKENZIE KING BRIDGE
BYWARD MARKET SPECIAL CHARACTER AREA
COMMERCIAL
Core Area East
HIGH DENSITY COMMERCIAL AND RESIDENTIAL
RESIDENTIAL MEDIUM HIGH DENSITY FRINGE AREA
2
MIXED USE HIGH DENSITY TRANSITION AREA
RESIDENTIAL LOW SCALE HERITAGE FRINGE AREA
3
UNIVERSITY OF OTTAWA
BRUYERE
MARTINEAU
ST. PATRICK
MURRAY
CLARENCE
YORK
GEORGE
RIDEAU
DALY
STEWART
WILBROD
LAURIER
OSGOODE
HENDERSON
COLONEL BY
QUEEN ELIZABETH

Fringe Area
Aire secondaire

Ottawa
Central Area
Aire centrale

Policy Framework
Extract From Central Area Policy Report

...1 West Quadrant
...2 Northeast Quadrant
...3 Southeast Quadrant

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TRANSPORTATION

The transportation policies aim at minimizing the impact of traffic generated by commuter work trips and non-destined traffic (including truck traffic) in the Central Area, encourage other forms of transportation and, provide adequate short-term parking facilities to support the major downtown retailing areas such as the ByWard Market/Sussex Drive Area.

PEDESTRIAN MOVEMENT

This policy recognizes the importance of the pedestrian in the Central Area and aims at providing a superior pedestrian environment encompassing an elevated pedestrian system, a grade level walkway system, improved sidewalks, malls and open spaces and, ensuring a variety of open air and weather-protected pedestrian areas. This policy is of interest to the ByWard Market/Sussex Drive Area given that it is highly dependant upon such linkages.

RESIDENTIAL

The residential policies, intended to help preserve, encourage and enhance the residential function of the Central Area, are of particular interest to the Fringe Areas such as the Northeast Quadrant.

Notwithstanding the extent of the commercial uses in the ByWard Market/Sussex Drive Area, residential should make up a component of the area in order to favour a beneficial land use mix. Also, its concentration to the north would act as a transitional zone between the more extensive commercial uses to the south and the heritage residential uses to the north of the study area.

1.5
SYNOPSIS OF THE DEVELOPMENT PLAN

Given the planning context and the approved Central Area policies stated above as they pertain to the ByWard Market/Sussex Drive Area, this Development Plan aims at the following planning goals:

THE OVERALL GOAL

To recognize and enhance the special heritage commercial function and pedestrian-oriented environment of the ByWard Market/Sussex Drive Area.

HERITAGE AND BUILT FORM

The recognition of the ByWard Market/Sussex Drive's heritage components both in terms of its historical significance and extent of its coverage is an important element of the Plan. Accordingly, the Plan recognizes the primacy of heritage in the subject area and establishes that it should be the basis for all planning proposals in the ByWard Market/Sussex Drive Area. It would also ensure the preservation of the heritage component and character of the area while still allowing opportunities for redevelopment and infilling compatible with the heritage environment of the area.

LAND USE

The land use proposals aim at recognizing primarily the special commercial function and character of the ByWard Market/Sussex Drive Area. More specifically, the Plan favours a commercial, public and residential land use mix.

TRANSPORTATION

The transportation proposals aim at minimizing the impact of the existing and proposed major transportation facilities in the ByWard Market/Sussex Drive Area and to ensure pedestrian safety within and on the periphery of the area.

STREETSCAPE AND URBAN ENVIRONMENT

The Plan aims at increasing the attractiveness of the ByWard Market/Sussex Drive Area by reinforcing and highlighting the existing urban features of the area and emphasizing the pedestrian environment.

RECREATION

The recreation proposals aim at encouraging primarily the use of existing recreation spaces and facilities to their best advantage and to rely upon the surrounding areas in order to meet recreational needs not met within the study area.

SOCIAL NEEDS

The Plan concurs with the findings of the 'Report on Major Social Needs of the Central Area of Ottawa' (6) as it pertains to the ByWard Market/Sussex Drive Area. Essentially, the low income single males, the lone-parent families and the senior citizens are the three high risk population groups identified in the subject area with the most unmet needs. The identified needs were basically the provision of adequate and affordable accommodation, opportunity for social development and, access to good health care. A systematic plan of action for meeting those needs is to be developed jointly by the Regional Municipality of Ottawa-Carleton and the City of Ottawa.

PHYSICAL INFRASTRUCTURE

The Plan aims at taking advantage of scheduled improvements to the road network and sewer utilities by extending existing improvement programs, in particular, the burying of overhead utilities.

1.6

CONCLUSION

The planning proposals contained in the ByWard Market/Sussex Drive Area Draft Development Plan would not result in significant changes to the existing role of the ByWard Market/Sussex Drive Area. Their implementation would reinforce the primary commercial function of the area and favour mixed commercial, residential and public uses.

The general urban environment would be significantly improved, however, through appropriate built form controls and streetscape, in keeping with the heritage character of the area. The elimination of vehicular/pedestrian conflicts and the greater emphasis given to pedestrian movements would also assist in upgrading the urban environment. Finally, the improvements of existing recreation spaces and facilities to favour a better utilization, and improved social services would contribute to upgrade the quality of life in the ByWard Market/Sussex Drive Area.

1.7

ORGANIZATION OF REPORT

The following chapters analyze in greater detail the various components of the ByWard Market/Sussex Drive Area. The study deals with heritage, land use and built form controls, recreation opportunities, social needs, transportation facilities, streetscape features, and the physical infrastructure of the subject area. Each of these chapters end with an outline of specific proposals that will govern the future development of the area. The Report ends with en implementation schedule that will assist in the approval process of the Plan and its eventual implementation.

Many of the proposals contained in this Plan resulted from specific studies. This is particularly the case for the heritage and the social needs studies. Both were carried out in a Central Area-wide planning context.

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(6) Report on Major Social Needs of the Central Area of Ottawa, Social Planning Council of Ottawa-Carleton, November, 1979.

The Central Area Heritage Study was initiated by the Planning Branch before the Northeast Quadrant study was undertaken. It identified all heritage buildings and areas in the Central Area worthy of preservation and recommended appropriate controls that will ensure the retention and upgrading of the existing character and scale of those buildings and areas and allow appropriate infilling/redevelopment. Hence, this Plan relies on the City Council approved (February, 1980) Central Area Heritage Study for Heritage Areas 16, 17, 18 and 19 (7) covering the ByWard Market/Sussex Drive Area when dealing with Heritage.

The 'Report on Major Social Needs of the Central Area of Ottawa' (see footnote 6) was prepared by the Social Planning Council of Ottawa-Carleton for the City of Ottawa. The purpose of the Social Needs Study is to identify the high risk population groups of the Central Area and its major unmet needs. Greater emphasis was placed on the Fringe Areas such as the Northeast Quadrant rather than the Core Area given the primarily residential function of those areas and, consequently, being the primary source of social problems and needs. The findings of the Social Needs Study did not form part of the Northeast Quadrant Preliminary Draft Development Plan as the study was not completed then. The results of the study as they relate to the ByWard Market/Sussex Drive Area are, however, highlighted in this Plan and the recommendations are re-iterated.

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(7) a) Central Area Heritage Study - Proposed Controls for Heritage Areas 11, 12, 13, 14, 16, 22, 23 and 24. Planning Branch, October, 1979.

b) Central Area Heritage Study - Proposed Controls for Heritage Areas 17, 18, 19, 20 and 21 in the ByWard Market Area, Planning Branch, December, 1979.

2
Heritage

2.1
INTRODUCTION

The recognition and preservation of heritage properties in the City of Ottawa has been a growing concern over recent years prompted primarily by neighbourhoods which have lost a considerable amount of their historical structures through redevelopment. Consequently, the City undertook a City-wide analysis of heritage structures which lead to the preparation and approval by the Province of Ontario of an amendment to the City of Ottawa's Official Plan. Amendment 80 - Plan of Heritage establishes the planning principles and mechanism by which the City of Ottawa may legislate the recognition and preservation of heritage buildings and districts.

It is pursuant to the Ontario Heritage Act and the City's Official Plan of Heritage that a detailed analysis of heritage for the Central Area was undertaken. This heritage study consisted of identifying individual or group heritage buildings worthy of preservation and formulating appropriate controls and guidelines to solidify their heritage value and ensure their preservation.

In the ByWard Market/Sussex Drive Area, a large number of buildings were identified as heritage buildings, many of which are historically and architecturally significant from a City-wide perspective (see footnote 7). On the basis of their coherent architectural style and/or building form, four heritage study areas were delineated in the ByWard Market/Sussex Drive Area as shown on Map No. 4.

2.2
NATURE OF THE HERITAGE CONTROLS

Three basic types of controls were established in the Central Area Heritage Study: (a) designation controls; (b) zoning type controls; and (c) design guidelines. Though preservation is the primary intent of these controls, compatible infilling/redevelopment adjacent to the identified heritage buildings would still be permitted.

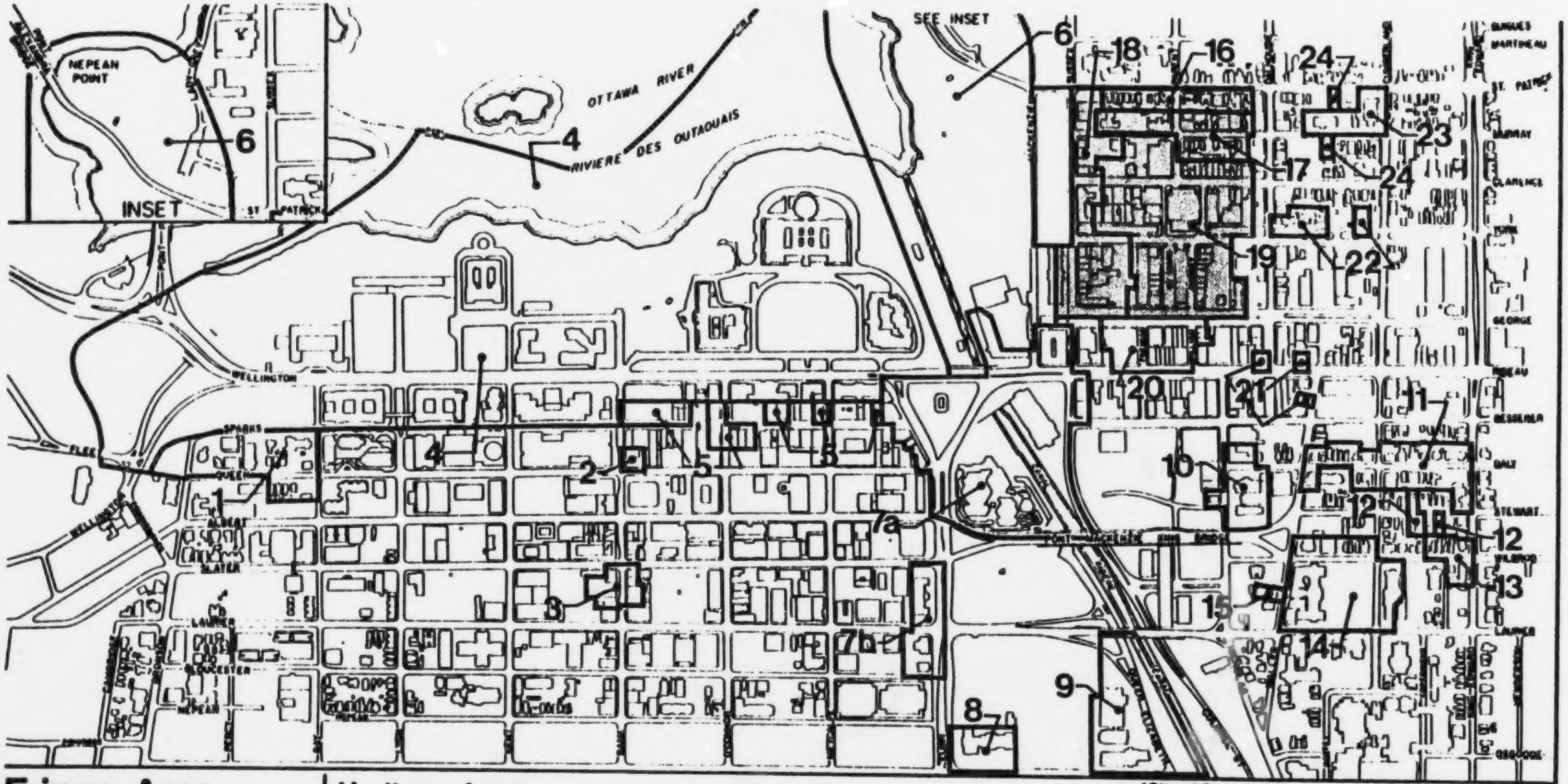
2.2.1
Designation Controls

Heritage designations allows for the designation of individual properties and districts where a number of heritage buildings do exist. Individual designation is based on the intrinsic heritage value of the building established by an analysis and evaluation of each building. It provides recognition for the most outstanding properties, ensures rapid protection, establishes public interest and allows interior protection where appropriate.

District designation allows for the designation of properties within the Heritage Study Areas which, together with the individually designated properties, make up a coherent grouping of buildings. They include formal or historic open spaces and buildings of lesser heritage significance and form supporting areas to the outstanding heritage properties. These areas, as shown on Map No. 4, are proposed as Heitage Conservation Districts.

2.2.2
Zoning Type Controls

These controls fall into three categories: (a) demolition controls (b) replacement requirements, and (c) built form controls. Land use aspects were excluded from the heritage study of the ByWard Market/Sussex Drive Area and formed part of the overall planning study of the said area. They are discussed in this Plan under Chapter 3.


NEPEAN POINT
INSET
6
4
OTTAWA RIVER
RIVIERE DES OUTAOUAIS
SEE INSET
WELLINGTON
SPARKS
QUEEN
ALBERT
SLATER
LAURIER
GLOUCESTER
NEPEAN
ST. PATRICK
MURRAY
CLARENCE
YORK
GEORGE
RIDEAU
BESSERER
DALY
STEWART
WILBROD
LAURIER
OSGOODE
1
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7a
7b
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24

Fringe Area
Aire secondaire

Ottawa
Central Area
Aire centrale

Heritage Areas

▨ Byward Market · Sussex Drive Sub Area

City of Ottawa · Ville d'Ottawa
Community Development · Planning Branch
Développement Communautaire · Section d'urbanisme
Technical Services Division
Division des services techniques

Drawn by · Dessiné par: W. Clouthier
Date: March · mars 1979 PB 818
Scale · Echelle:

Revised · Révisé

4
Plan no.

2.2.2.1
Demolition Controls

There are two types of demolition controls. One is set out under the Heritage Act and the other under the Planning Act. The demolition control under the Heritage Act establishes a procedure regulating the removal of identified heritage buildings located in an identified heritage district. Under this procedure, the demolition of a building can be denied for a period of 270 days during which time the City establishes its interest in the subject building and reaches an agreement with the property owner on the form of development/redevelopment that should take place on the site. If an agreement cannot be reached within 270 days, the property owner can then demolish the heritage property.

If the heritage property includes residential uses, the City has the option to prevent its demolition under the provisions of the Planning Act. This Act provides control over the demolition of residential properties until a building permit can be issued for the replacement of the building. City Council must act, however, within thirty (30) days or an applicant may appeal to the Ontario Municipal Board.

2.2.2.2
Replacement Requirements

The replacement requirements are a set of criterias governing the replacement of heritage buildings whereby they may only be replaced to the same original volume, floor area, general form, and massing.

2.2.2.3
Built Form Controls

The built form controls resulted from a new approach to regulate the intensity of use of the land. This approach does not use the traditional method of a floor space index to control the density of development. It relies, instead, on a series of controls such as building height limitations, separation distance requirements between buildings, and amenity space standards. These controls were developed on the basis of the existing scale of heritage buildings and type of land uses to be accommodated in their area of application.

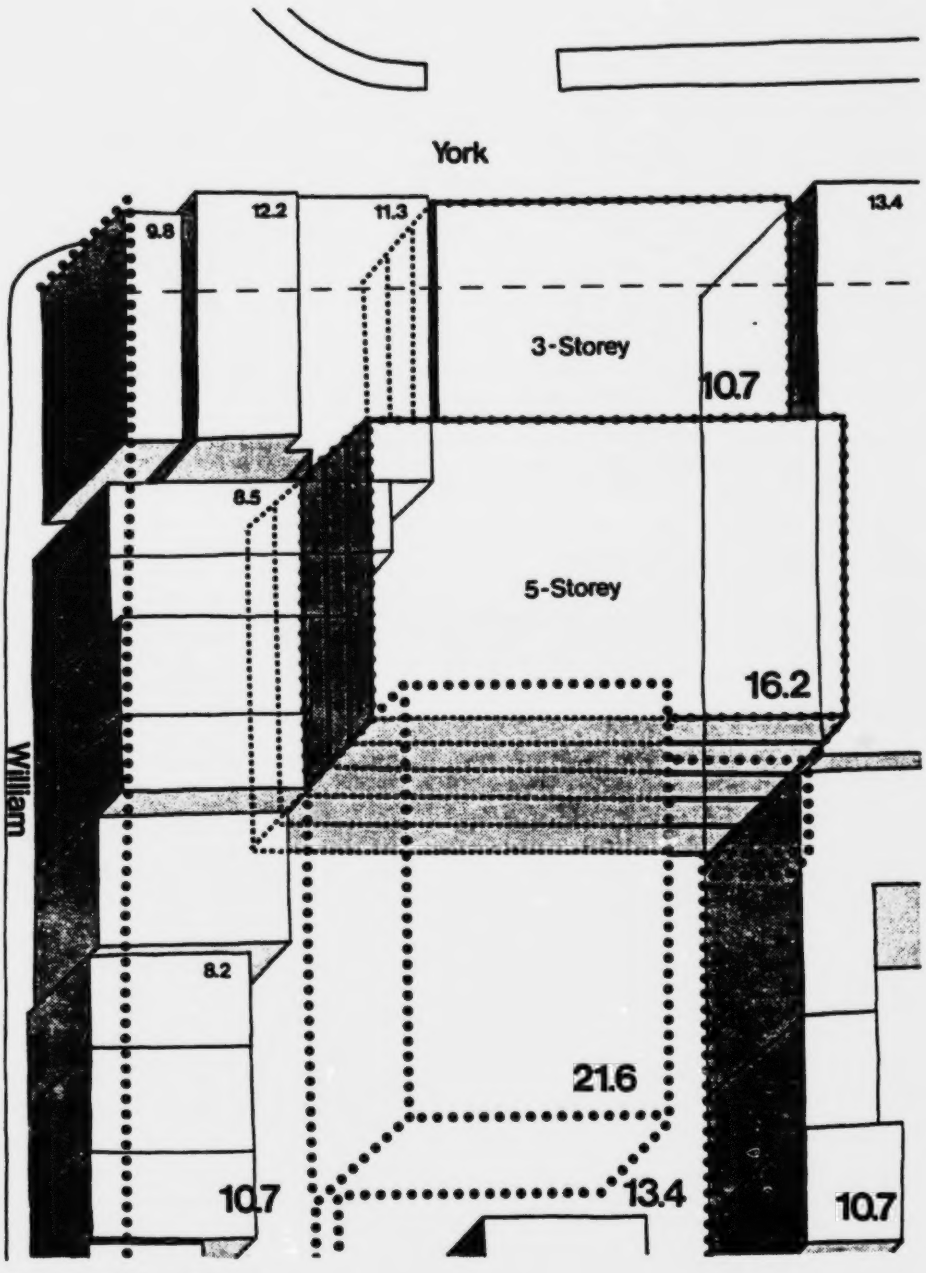
This new approach, therefore, focuses on a few key characteristics necessary to preserve the heritage qualities of an area while relaxing the other traditional controls set out under By-law AZ-64. It also recognizes the need to allow infill redevelopment/rehabilitation of viable densities. The resulting densities under the new built form controls may be greater than those permitted under the present zoning despite the specificity of these controls as shown by Diagrams 1, 2 and 3.

Building Heights

The building heights are established on the basis of allowing adjacent infill of increasing scale as the distance from the heritage building and/or area increases. One of the key qualities of a heritage area is the scale of its streetscape as viewed from the opposite sidewalk. The gradual increase of building height planes is based, therefore, on the viewline of a person standing across the street from the subject building. This viewline is projected to the height of the existing heritage building, thus permitting higher heights to the rear of buildings. Generally, a facade height of 10.6 metres (35 feet) is maintained on vacant lots to keep new buildings to a consistent scale. An ascending height plane is also imposed in these situations which is compatible with the adjacent buildings.

Yard Setbacks

The front yard setback requirement is based on the average setback of the existing buildings. The required separation distances will vary depending upon the type of window/ windowless wall conditions facing rear or side yards. For instance, a greater separation distance is required for a 'primary window' such as a window off a living room or dining room than for a 'tertiary window' such as a window off a bedroom or a bathroom. Secondary windows are defined as windows of non-residential uses and would, therefore, be only applicable to the non-residential uses in the heritage area. No separation distance is required from windowless walls to lot lines.

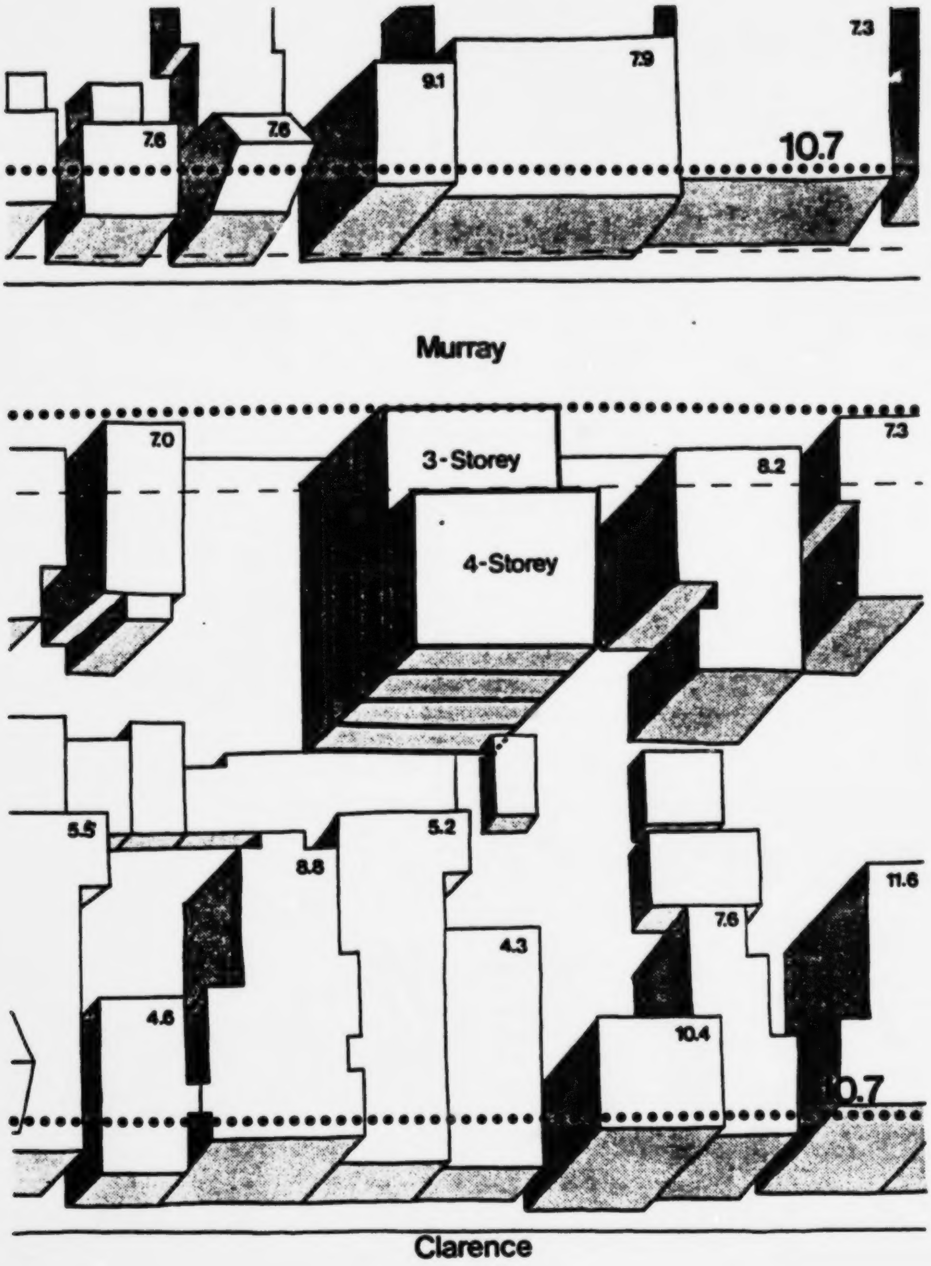

York
9.8
12.2
11.3
13.4
3-Storey
10.7
8.5
5-Storey
16.2
William
8.2
21.6
10.7
13.4
10.7

Measurements in metres

Diagram 1

Potential Density Under Heritage Height Control: York Street

Site Location: Caplan's Parking Lot
Lot Size: 1,711.2 sq. m. (18,400 sq. ft.)
Zoning Before Holding By-Law 201-77: C2(3.0)
Permitted Uses: Commercial
Permitted Maximum Gross Floor Area: 5,133.6 sq. m. (55,200 sq. ft.)
Proposed Uses: Commercial
Probable Zoning: C1-C
Maximum Gross Floor Area: 7,068.0 sq. m. (76,000 sq. ft.)
Resulting Density: 4.14

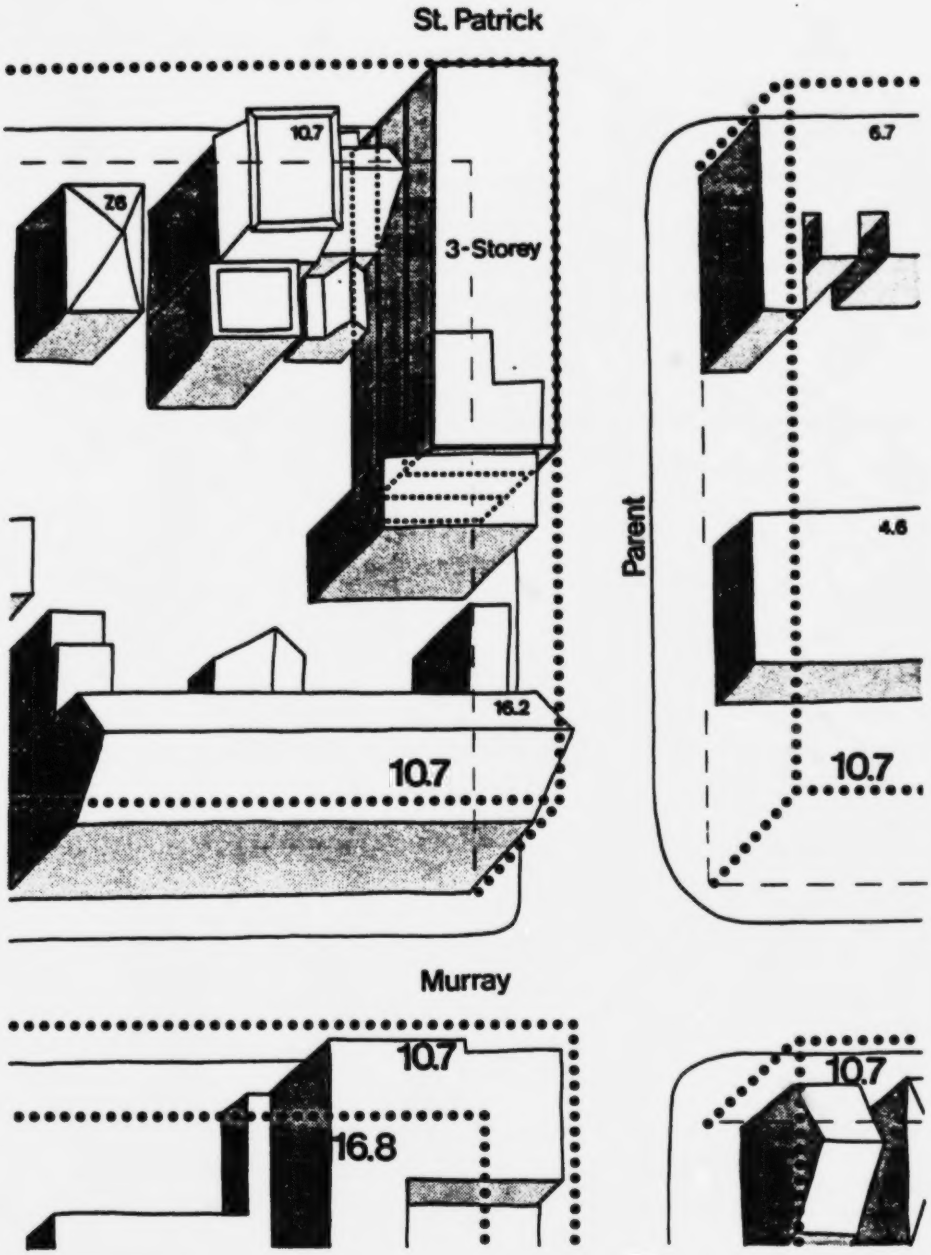

7.6
7.6
9.1
7.9
7.3
10.7
Murray
7.0
3-Storey
4-Storey
8.2
7.3
5.5
8.8
5.2
11.6
7.6
4.3
4.6
10.4
10.7
Clarence

Measurements in metres

Diagram 2

Potential Density Under Heritage Height Control: Murray Street

Site Location: 96 - 98 Murray Street
Lot Size: 613.8 sq. m. (6,600 sq. ft.)
Zoning Before Holding By-Law 201-77: C2(2.0)
Permitted Uses: Commercial
Permitted Maximum Gross Floor Area: 1,227.6 sq. m. (13,200 sq. ft.)
Proposed Uses: Commercial and Residential
Probable Zoning: C1-C
Maximum Gross Floor Area: 2,209.7 sq. m. (23,760 sq. ft.)
Resulting Density: 3.6


St. Patrick
10.7
7.6
3-Storey
6.7
Parent
4.6
16.2
10.7
10.7
Murray
10.7
16.8
10.7

Measurements in metres

Diagram 3

Potential Density Under Heritage Height Control: St. Patrick Street and Parent Street

Site Location: SW corner of St. Patrick and Parent Streets
Lot Size: 306.9 sq. m. (3,300 sq. ft.)
Existing Zoning: R7
Permitted Uses: Apartments and Tuck Shops
Permitted Maximum Gross Floor Area: 920.7 sq. m. (9,900 sq. ft.)
Proposed Uses: Mixed Residential
Probable Zoning: R5-X
Maximum Gross Floor Area: 920.7 sq. m. (9,900 sq. ft.)
Resulting Density: 3.0

Amenity Spaces

The provision of amenity space is required in all developments and takes several forms. Amenity space consists of shared space such as landscaped and rest/picnic areas and personal outdoor space such as balconies. The total amount of shared space required for each project is the sum of the shared space area derived from the product of the total number of units by bedroom type times a defined minimum amount of amenity area in square metres per unit type. In addition, 15% and 7-1/2% of the site are required as shared space for residential use and mixed use respectively. The provision of personal outdoor space is established by using the same methodology with a different rate per unit type.

Parking

The parking requirements associated with the C2 zones in the Central Area, which includes the Heritage Areas of the ByWard Market/Sussex Drive Area, were the subject of a separate study. This review of parking needs in the C2 zones of the Central Area will be integrated with the transportation policies for the Central Area which essentially aim at minimizing the impact of traffic within the Central Area and encouraging the use of public transit. The Central Area Parking Study currently envisaged no change to the present 'no required parking' provision for the C2 zones. It recommends, however, that sufficient short term parking be provided and that the provision of long term parking be minimal.

As for the Heritage Area located on the south side of St. Patrick Street currently zoned R7, no minimum parking is required. If parking is provided, however, maximums per land use type are established in order to minimize the impact of such parking upon the Heritage Areas. The recommended maximum parking requirements correspond to the minimums established under Section 13 of By-law AZ-64. The provision of parking should also meet the requirements of the Site Plan Control By-law.

2.2.3
Design Guidelines

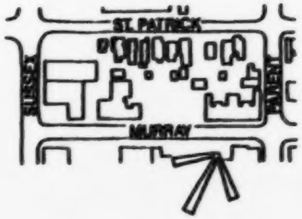
Finally, a set of design guidelines were developed for the heritage areas under the Central Area Heritage Study. These guidelines were established in order to ensure that the rehabilitation of buildings or infilling land in heritage areas is done in a manner compatible with the architectural characteristics and style of the majority of the existing heritage buildings located in the defined Heritage Areas. Hence, for each Heritage Area, guidelines were developed for the form of roof, spacing, proportion and modulation of building facades, and colour and texture of building materials for such new developments.

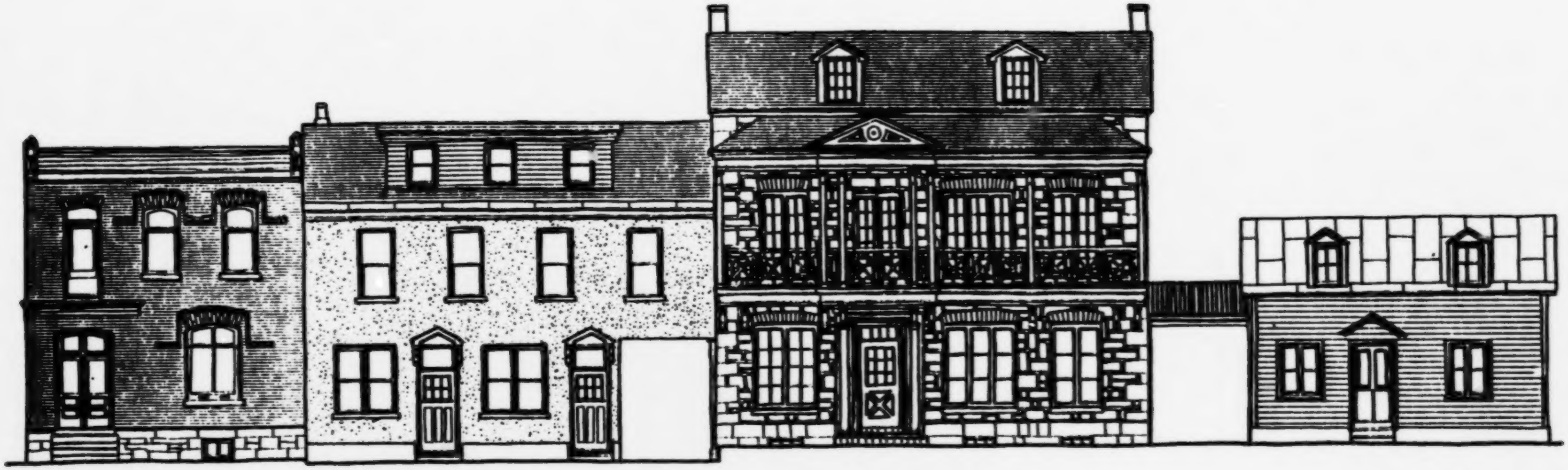
2.3
Financial Assistance

One major concern from property owners whose property is affected by heritage designation and controls is the alleged higher maintenance or renovation costs. Although funds are made available by the City and from other sources to assist property owners in defraying the renovation and up keeping costs in the case of individually designated buildings, they are found minimal when it comes to the renovation/upgrading of a derelicted building.

This lack of funds is accentuated in cases where the designated property is used for residential purposes, and is to retain its residential function. In such cases, property owners claim that little financial recovery on their investment can be anticipated unless a wider, more liberal range of uses, including commercial uses, is permitted. As a result, opposition from such property owners is met on the ground that financial hardship is being imposed upon them when any attempt is being made to preserve worthy heritage residential buildings and areas.

This is the case for some of the property owners having a property located on the south side of St. Patrick Street. The subject area, located between Sussex Drive and Dalhousie Street, is one of the finest heritage residential areas which was protected from the encroachment of


ST. PATRICK
SUSSEX
MURRAY
PARENT



St. Patrick Street
South
Part of Heritage Area 16

commercial uses by a residential zoning. Although the zoning allowed for high density residential redevelopment, the buildings where kept in fair to good condition except for a few properties.

In order to favour the preservation of the subject properties and area and give greater financial assistance and incentives to the owners of the subject properties, additional sources of funding should be sought. The best avenue that exist presently that could assist favourably property owners to maintain and improve their building(s) and, in one case, salvage a significant heritage property is the use of current residential rehabilitation programs presently in effect in the City. The Residential Rehabilitation Assistance Program (RRAP) in Lowertown West (north of St. Patrick Street) is such a program that would apply, as well as the Ontario Home Renewal Program (OHRP) and the Heritage Grant Program. The residential function and character of Heritage Area 16, thus, could be secured and would eliminate any requirements to rezone the subject area from an existing residential land use designation to a designation that would permit commercial uses as requested by some of the property owners.

2.4

Proposed Heritage Controls

The controls governing rehabilitation/redevelopment in the identified Heritage Areas 16, 17, 18 and 19 of the ByWard Market/Sussex Drive Area are contained in two Reports. (See Footnote 7).

This Plan, therefore, relies on those controls when dealing with heritage preservation and infilling in the ByWard Market/Sussex Drive Area.

In addition, it is recommended that residential rehabilitation funding programs such as the Residential Rehabilitation Assistance Program (RRAP), the Ontario Home Renewal Program (OHRP) and/or the Heritage Grant Program be made available to property owners located on the south side of St. Patrick Street from Sussex Drive to Dalhousie Street.

3
Land Use and Built Form

3.1
INTRODUCTION

The ByWard Market/Sussex Drive Area, is essentially a specialty shopping and entertainment area of heritage significance focused around the Farmer's Market.

The Sussex Drive frontage has long been seen as a highly exclusive specialty shopping and entertainment area with its art galleries, arts and crafts boutiques, fashion clothing boutiques and antique shops. Little changes in the existing land use pattern has been witnessed along that street in recent years.

The ByWard Market Area proper, centered on the Market Building and its fresh produce retail area, has changed however, from one containing a mixture of inexpensive retail establishments, namely clothing stores, ethnic food stores and taverns to one containing a growing number of successful restaurants, boutiques and bars catering to a higher income population group.

To the northeast of the Market Area proper, along Murray Street between Parent and Dalhousie Streets, is a low-scale heritage residential area which is undergoing substantial changes towards a greater commercialization. It thus becomes a transitional land use zone between a predominant commercial area to the south and an homogeneous residential area located along St. Patrick Street to the south.

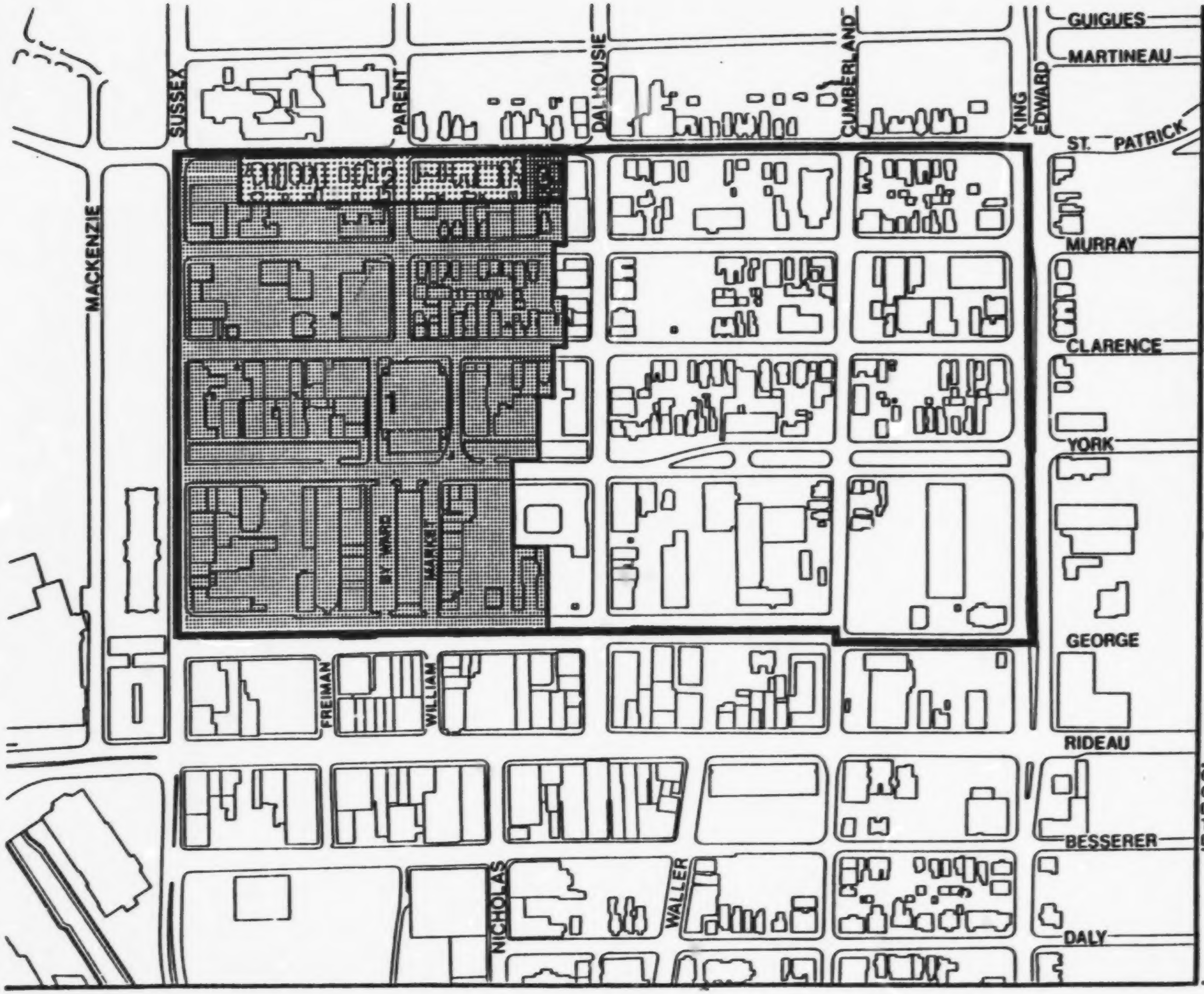
Fringing upon the northern edge of the ByWard Market/Sussex Drive Area fronting on the south side of St. Patrick Street is essentially, an exclusive residential strip consisting of low-scale heritage buildings. This residential homogeneity is, however, slightly affected at its eastern extremity by the encroachment of two commercial uses near the intersection of Dalhousie Street.

Given the above general land use description and the overall heritage character of the area, three land use and built form zones can be defined. They are, as shown on Map No. 5: Area 1 - a special heritage commercial area consisting of the ByWard Market proper and the Sussex Drive's eastern frontage from George to St. Patrick Streets; Area 2 - a heritage residential area consisting of properties fronting upon the south side of St. Patrick Street between Sussex Drive and Dalhousie Street; and Area 3 - a heritage residential and limited commercial area consisting of three properties with civic addresses 230, 232 and 234-238 St. Patrick Street.

What follows is an analysis of these land use and built form areas in terms of their existing zoning, land use and built form. General land use proposals are then formulated and discussed leading to an outline of specific detailed proposals.

3.2
AREA 1:
SPECIAL HERITAGE COMMERCIAL AREA

The proposed special heritage commercial designation for Area 1 as shown on Map No. 5 which covers most of the ByWard Market/Sussex Drive Area is meant to underline the uniqueness of this highly significant activity area of the City and of the whole Region. This uniqueness is characterized by its architectural and historical values, the type of commercial activities located therein and, the built form and resulting urban environment.


GUIGUES
MARTINEAU
ST. PATRICK
MURRAY
CLARENCE
YORK
GEORGE
RIDEAU
BESSERER
DALY
SUSSEX
PARENT
DALHOUSIE
CUMBERLAND
KING EDWARD
MACKENZIE
FREIMAN
WILLIAM
NICHOLAS
WALLER
BY WARD
MARKET
1
2
3

Ottawa Central Area
Aire centrale

Fringe Area-Northeast
Aire secondaire-nord·est

Byward Market · Sussex Drive Sub Area

Land Use and Built Form Areas

- 1 Special Heritage Commercial
- 2 Heritage Residential
- 3 Heritage Residential and Limited Commercial

City of Ottawa-Ville d'Ottawa
Community Development·Planning Branch
Développement Communautaire·Section d'urbanisme
Technical Services Division
Division des services techniques

Drawn by·Dessiné par: W. Clouthier
Date: March·mars 1979 PB 818
Feet/Pieds 200 100 50 0 15 30 60 Metres/Mètres

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Plan no.

3.2.1
Review of Existing Zoning

The subject area is presently zoned C2 (Map No. 6), a general commercial zone which allows, in addition to limited public and residential uses, a wide range of retail and office uses. The permitted densities, as shown on Map No. 6, vary from an F.S.I. of 4.5 along Sussex Drive, 3.0 for the ByWard Market area proper to an F.S.I. of 2.0 for the area along Murray Street west of Parent Street. The maximum building heights are established by Amendment No. 62 of the City's Official Plan. These height controls would allow development to take place in the form of 22 to 35 storey structures with the lower buildings permitted at the intersection of Sussex Drive/York Street/Clarence Street area and the higher buildings permitted on the north side of Murray Street east of Parent Street.

No yards or open spaces are required for commercial uses in the C2 zone. In the case of residential uses, however, the side and rear yards and other open spaces vary from 0 to 12.2 metres (40 feet) depending upon whether the outside walls of the building contain windows that face side or rear lot lines or other walls on the site containing windows. Furthermore, the side and rear yard requirements and other open spaces are also based upon the height or length of the building whichever is the lesser in each situation where greater setbacks are required for higher buildings.

Parking is not required for non-residential uses in the C2 zone and residential uses require parking at a rate of 0.5 parking space per dwelling unit.

3.2.2.
Review of Existing Land Uses and Built Form

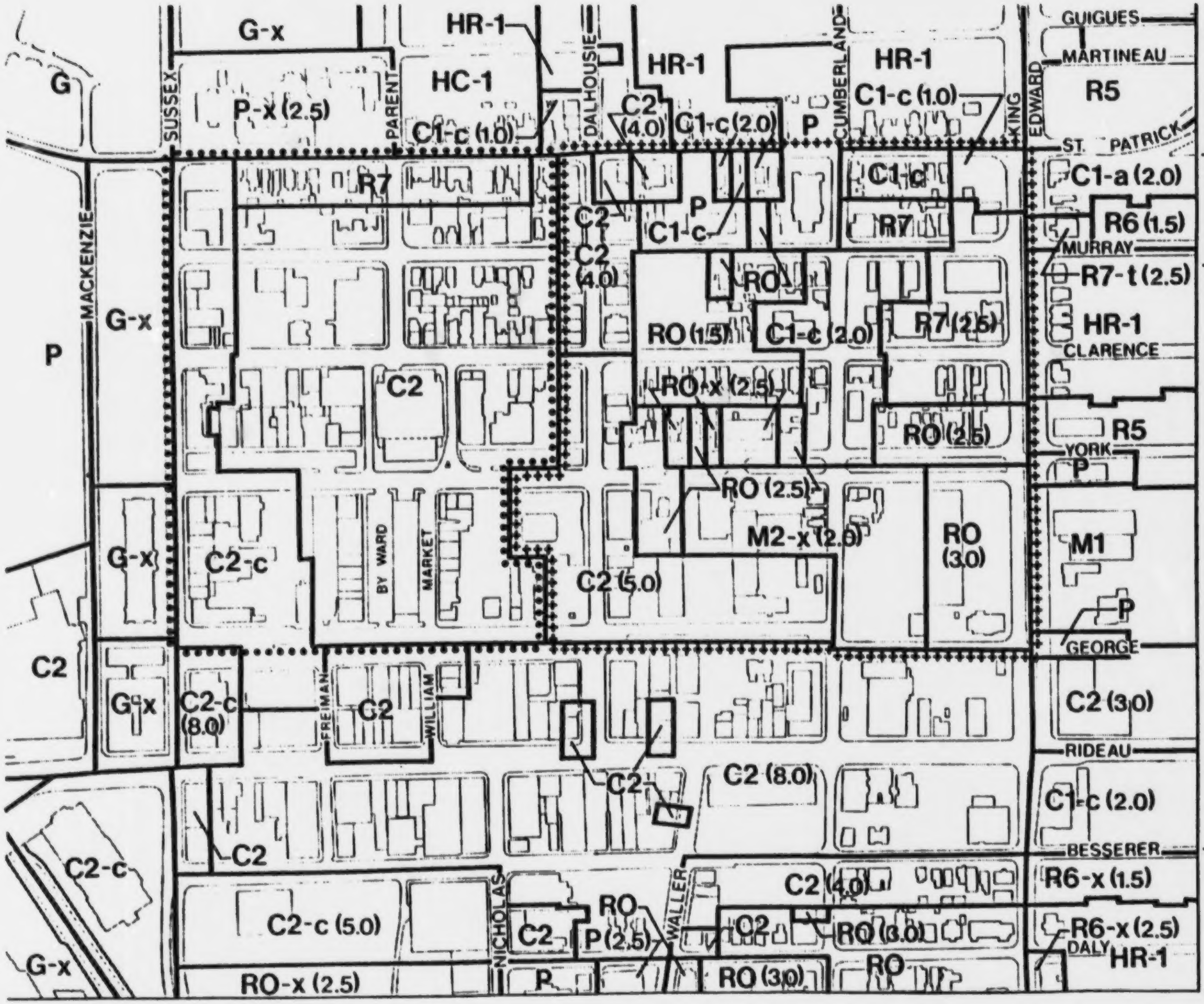
LAND USES

An analysis of the existing land uses indicates a close relationship between these uses and the present zoning except that the C2 zone does not reflect the characteristics of the heritage properties in the zone. The commercial uses within Area 1 are fairly evenly distributed at grade and above grade throughout the area. Residential uses are also located above grade in some instances.

The present land use pattern and the type of commercial uses that are found in the ByWard Market/Sussex Drive Area today result from significant changes that have occurred in recent years. The commercial uses are expanding at grade replacing vacant lots formerly used for parking purposes by new commercial developments and using vacant floor spaces and storage spaces following renovations. The primary residential function of Murray Street from Parent to Dalhousie Streets is gradually making way to a more extensive commercial function. The expansion of the commercial uses is also taking place above grade throughout the area where dwelling units and storage space are being converted to boutiques, personal service businesses and professional offices.

Changes are also occurring in the type of commercial uses traditionally found in the Market Area. Inexpensive clothing stores and taverns are making way for more lucrative commercial uses such as restaurants, bars and arts and crafts shops. Landmarks such as Weiners, Economy Clothing, Factory Surplus and Slovers have all closed down within the past three years and replaced by eating establishments. A significant consequence of this change has been that the traditional uses which operated during the day time have now been replaced by commercial activities which are mainly popular in the evenings. Also, these new land uses cater to a radically different population.

These changes have added a new evening entertainment function to the Market Area which previously had an almost exclusive day time fresh-produce and speciality retail function. Consequently, the buildings are more intensively used thus contributing to the greater diversification of the Market's activities. The maintenance of these two functions can only contribute to the successful operation of the Market Area, always providing that the entertainment function does not dominate.


GUIGUES
MARTINEAU
ST. PATRICK
MURRAY
CLARENCE
YORK
GEORGE
RIDEAU
BESSERER
DALY
SUSSEX
PARENT
DALHOUSIE
CUMBERLAND
KING
EDWARD
MACKENZIE
BY WARD
MARKET
FREIMAN
WILLIAM
NICHOLAS
WALLER
G
P
C2
G-x
G-x
G-x
G-x
P-x (2.5)
HC-1
HR-1
C1-c (1.0)
HR-1
C2 (4.0)
C1-c (2.0)
P
HR-1
C1-c (1.0)
R5
C1-a (2.0)
R6 (1.5)
R7-t (2.5)
HR-1
R5
P
M1
P
C2 (3.0)
C1-c (2.0)
R6-x (1.5)
R6-x (2.5)
HR-1
R7
C2
P
C1-c
C2 (4.0)
C1-c
R7
RO
RO (1.5)
C1-c (2.0)
R7 (2.5)
RO-x (2.5)
RO (2.5)
RO (2.5)
M2-x (2.0)
RO (3.0)
C2
C2-c
C2 (5.0)
C2-c (8.0)
C2
C2
C2 (8.0)
C2
C2-c
C2-c (5.0)
RO-x (2.5)
C2
P
RO
P (2.5)
C2
C2 (4.0)
RO (3.0)
RO (3.0)
RO

Ottawa
Central Area
Aire centrale

Fringe Area-Northeast
Aire secondaire-nord·est

Existing Zoning

R5	Apartment Low Density
R6	Apartment Medium Density
R7	Apartment High Density
P	Public Use
RO	Residential Office
G	Government
C1	General Commercial
C2	Central Business Commercial
HC	Heritage Commercial
HR	Heritage Residential
M1	Light Industrial
M2	Intensive Light Industrial
•••••	Byward Market·Sussex Drive Sub Area
+++++	Dalhousie Street and East Sub Areas

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Date:March·mars 1979 PB 818
Feet Pieds 200 100 50 0 15 30 60 Mètres Metres
Revised·Révisé
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Plan no.

A third significant change that has recently taken place in the Market and Sussex Drive Area is the greater awareness and formal recognition of the heritage character and richness of the area. This has triggered the preservation and restoration of several heritage buildings. The success encountered by the new eating and entertainment establishments is bringing a new life to the Market and Sussex Drive areas which in turn is making redevelopment/revitalization of the area attractive both commercially and residentially. Vacant and/or under-utilized land and buildings are in the process of being redeveloped such as the Martineau House.

Finally, the success of the ByWard Market depends largely on accessiibility and the provision of adequate short term on-street and off-street parking. The C2 zone does not require that the commercial uses within it provide accessory parking. Consequently, several public parking areas were established. Some are permanent as a single use or as an accessory use to a primary use. A diminishing number are temporary uses awaiting redevelopment. It is in response to this need that the City undertook, in 1976, the construction of the ByWard Public Parking Garage located on Clarence Street. A recent parking study, dated June 13, 1980, carried out in the context of this planning study, has revealed that most of the on-street and off-street parking facilities in the ByWard Market Area are used to near capacity during week days. In evenings, on-street parking were also used to near capacity but off-street parking were only used to less than one third (1/3) of their capacity.

BUILT FORM

With regards to the urban form and character of this special heritage commercial area, five main characteristics depict the ByWard Market/Sussex Drive Area. Firstly, most of the structures are commercial buildings in their built form and style. The majority of the buildings were originally constructed to accommodate commercial establishments. They consist primarily of three to five storey stone or brick, flat or pitched roof structures. A few buildings scattered throughout the subject area have gambrel roofs.

The second characteristic is the low-to-medium scale of the majority of the buildings. These three to five storey structures are built to the front lot line and in most cases occupy the full lot. As a result, most of the buildings make use the 2.0 to 4.5 F.S.I. permitted under the present zonings despite the low-to-medium scale of the built form.

The continuity of the built form is the third prominent feature of the Market and Sussex Drive Area. In many instances, the built form is continuous along the block faces with very few openings leading to side or back yards. This intensive use of the land underlines the dynamic nature of its commercial activities as well as highlighting the importance and success of the Market/Sussex Drive Area as a major retail/entertainment area. As for the existing lots and accessory parking uses, several of them are land awaiting redevelopment or are potential sites for infill redevelopment.

The fourth built form characteristic of this special heritage commercial area pertains to the size of the commercial establishments fronting on the streets. In some instances commercial buildings were built to occupy the full width of the original lot. These buildings accommodate a single commercial establishment at grade such as along York Street. In other cases, such as along the north side of Clarence Street, a single commercial establishment occupies half of the ground floor of a building using the full width of the lot or is accommodated at grade level of a building using only half of a standard lot width. Furthermore, the commercial establishments along ByWard Market and William Streets facing the Market Building are even narrower than the width of half a lot. Considered as the central node of the Farmers' Market, many of the outlets are only 3.6 to 7.6 metres (12 to 25 feet) in width. The average lot width in the ByWard Market/Sussex Drive Area, with a few exceptions along Sussex Drive, is 20 metres (66 feet). This variety in size of the urban form and, possibly ownership, pattern contributes to the complexity of the unique urban environment of this special heritage commercial area and is an integral part of it.

Finally, one of the most significant characteristics of the Market Area is the array of seasonal vending stalls located along George, ByWard Market, William and York Streets. The stalls give the Market Area its unique pedestrian-oriented fresh-produce retail function.

These are the main land use pattern and urban form characteristics which depict the ByWard Market/Sussex Drive Area as a special heritage commercial area. Means of retaining the area's present character and of encouraging its growth in a compatible way should be developed. Also, non-productive uses such as parking and storage of goods should be discouraged along street frontages as they are incompatible with the successful operation of this particular retail area and its pedestrian environment.

3.2.3
General Proposals

LAND USES

It is proposed that a wide range of commercial uses and some public and residential uses be permitted. In addition to these uses, limited industrial uses environmentally compatible with the character and uses of the area should also be permitted. The street frontage of any building, however, may be used only for retail, commercial and entertainment purposes where office, residential and industrial uses as well as storage and parking should be accommodated at the rear and above grade (Section 3.2.5.1).

VENDING STALLS

The street market vending stalls should remain along George, ByWard Market, William and York Streets and allowed to expand along Clarence Street. The temporary nature of the individual awnings should also be maintained (Section 3.2.5.1).

PARKING

It is proposed that adequate short-term on-street and off-street parking be provided in order to efficiently support the retail activities of the area (Section 3.2.5.1).

BUILT FORM

It is proposed that the density not be specified but rather, it be governed by the built form controls developed under the Central Area Heritage Study for Heritage Areas 17, 18 and 19. These built form controls cover such aspects as building heights and setbacks and the provision of amenity spaces. Furthermore, the size of the commercial establishments at street level should reflect the average size of the existing establishments within each block face. The continuity of the built form should also be maintained as much as possible, encouraging the appropriate infilling of vacant and under-utilized lands (Section 3.2.5.2).

3.2.4
Rationale

LAND USES

To permit a wide range of commercial uses in the ByWard Market/ Sussex Drive Area proper is to recognize this area as a major retail and entertainment area. Furthermore, coupling the primary commercial function of the area with some public, residential and/or compatible industrial uses would allow for greater diversification thus strengthening its economic viability and future growth. The residential uses would add a new dimension to the evening entertainment function of the Market/Sussex Drive area and contribute to the establishment of a healthier urban living environment. The public uses and compatible industrial uses would complement the present specialty shopping and entertainment function of this unique retailing area.

The intent of restricting the use of the street level frontage of buildings to retail and entertainment activities is to ensure that the use of the floor space fronting on the streets accommodates interesting pedestrian-oriented uses such as retailing, personal services and eating establishments. This would emphasize the importance given to the ByWard Market/Sussex Drive Area as a major pedestrian activity area. To that effect additional retail floor space at the ground level of the ByWard Market garage would be a step towards this direction.

VENDING STALLS

The street market vending stalls located along George, ByWard Market, William and York Streets contribute greatly to the unique character of the area. It is proposed to retain the stalls along those streets and allow them to expand along Clarence Street in order to accommodate an increasing demand for such spaces. These vending stall areas are to be better defined and more functional as proposed under Chapter 5 dealing with streetscaping. It is intended that the awnings remain temporary in nature as they are seen as being typical of the Farmers' Market area proper. More formalized awnings (permanent or semi-permanent) would result in a loss of this character.

PARKING

The continued success of the ByWard Market/Sussex Drive Area requires the provision of adequate short-term parking. However, the existing lot line-to-lot line occupation of most of the existing buildings prohibits the present uses to accommodate parking. The recent trend towards revitalization of existing buildings would defeat any attempt to require the provision of accessory parking. Adequate on-street and off-street parking areas, therefore, should be provided in order to meet the parking requirements.

BUILT FORM

The Central Area Heritage Study has identified heritage buildings and districts throughout the ByWard Market and along Sussex Drive that are worthy of preservation. To reinforce the maintenance of the scale of the built form and its continuity and ensure the compatibility of new developments around them, built form controls dealing with such aspects as building heights, building setbacks and the provision of amenity spaces were established. Building design guidelines pertaining to the architectural style and features of the heritage buildings were also developed. (See Footnote 7).

With regards to the continuity of the built form, existing vacant lands and parking lots fronting on the streets of the ByWard Market Area create a negative impact on the urban environment and should be discouraged. The wide variety of land uses to be permitted and a greater flexibility in the density should be conducive to infill redevelopment which would enhance the urban environment.

The sizes of commercial establishments at street level vary from one block face to another but, in most cases, are similar within each block faces. For example, the sizes of the existing stores on York Street between Sussex Drive and the Market Building vary from 7.6 metres (25 feet) to 18.3 metres (60 feet); on Clarence Street from Parent to Dalhousie Streets from 4.6 metres (15 feet) to 12.2 metres (40 feet); and on William Street from York to George Streets from 3.7 metres (12 feet) to 10.6 metres (35 feet). This pattern of sizes of stores at street level forms an integral part of the Market Area's built form. It provides a rhythm in the urban form contributing to the pedestrian scale of the area and ensures the multiplicity of commercial activities, thus diversity.

The control of the sizes of future commercial establishments on a differential basis using the average size of the existing establishments at lot frontages per block faces would ensure the retention of this pattern. For instance, it would prevent, through redevelopment, a commercial establishment to use a frontage of 18.3 metres (60 feet) along William Street between York and George Streets or along Clarence Street between Parent and Dalhousie Streets where the maximum width of existing stores at street level are 9.2 metres (30 feet) and 12.2 metres

(40 feet) respectively. If such redevelopment is allowed to occur repeatedly along those two street frontages, it would drastically change the rhythm of scale of the urban form and reduce significantly the commercial activity and diversity in the Market Area. The same establishment would, however, fit with the urban scale along York Street for instance.

This Control, though restrictive in nature, is flexible enough, however, not to adversely affect development or redevelopment. Commercial uses requiring relatively large floor areas such as restaurants would still be possible by making use of the upper floors. The Fish Market on York Street at William Street and Daphne and Victor on William Street are good examples of such redevelopment that fit with the existing built form while still maximizing the use of the land/building. Also, because this control is based on a defined maximum width using the average size of existing commercial establishments, it allows for some grouping of existing establishments provided they remain within the permitted maximum width for the subject blocks. Finally, the control is only limited to the street level thus allowing larger floor areas at the upper floor. In other words, there could be two separate uses at street level but where one of them expands above both uses.

CONCLUSION

The aforementioned proposals (Section 3.2.3) would meet the Council approved Central Area Policies highlighted in the introductory chapter (Section 1.4). The retention of the existing commercial potential in the ByWard Market Area and the proposed improvements, coupled with the elimination of most of the existing retail/office potential contemplated in the remaining part of the Northeast Quadrant and, to a large extent, in the Southeast Quadrant, would allow the strenghtening of the Market Area. It would thus ensure its economic viability while preserving its character, and contribute to and complement that of the Core Area of the Central Area.

The permitted potential would also be viable with regards to the existing and future population and employment growth of the City of Ottawa and that of the whole Region. It would continue to meet, as a shopping entity and in conjunction with the proposed Rideau Area Project, the immediate market growth and successfully compete with the regional shopping facilities given its unique regional role and function.

Finally, these proposals would conform with the existing Official Plan and its amendments as the 'secondary business area' designation recognizes the ByWard Market Area as a special shopping area.

3.2.5
Proposed Land Uses and Built Form Controls

3.2.5.1
Permitted Uses

1. General Principles

To recognize the ByWard Market/Sussex Drive Area, focused around the Farmers' Market, as a specialty shopping and entertainment area of heritage significance. The land uses to be permitted are a wide range of commercial uses and some residential, public and light industrial uses. The various land uses should also reflect the existing character and built form of the area and recognize the ByWard Market/Sussex Drive area as a pedestrian activity area.

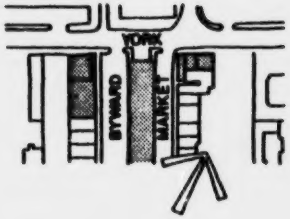
2. Specific Proposals

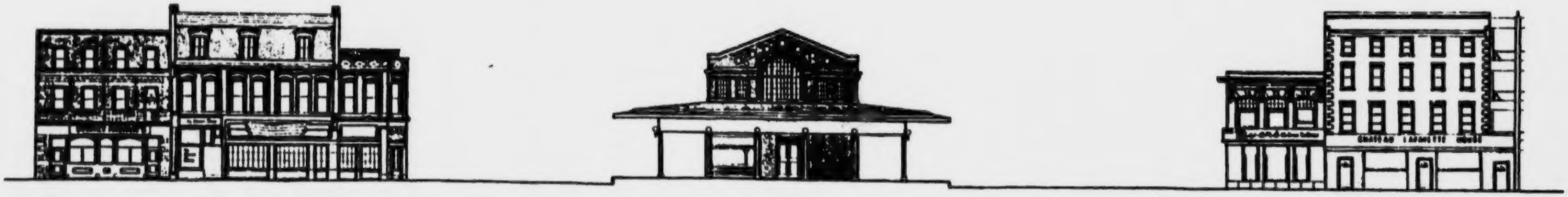
Public Uses

a) community centre (as defined under AZ-64 and its amendments)
b) park or playground
c) public or private recreation or cultural facility.
d) museum

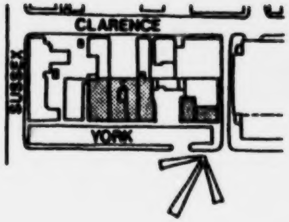
Residential Uses

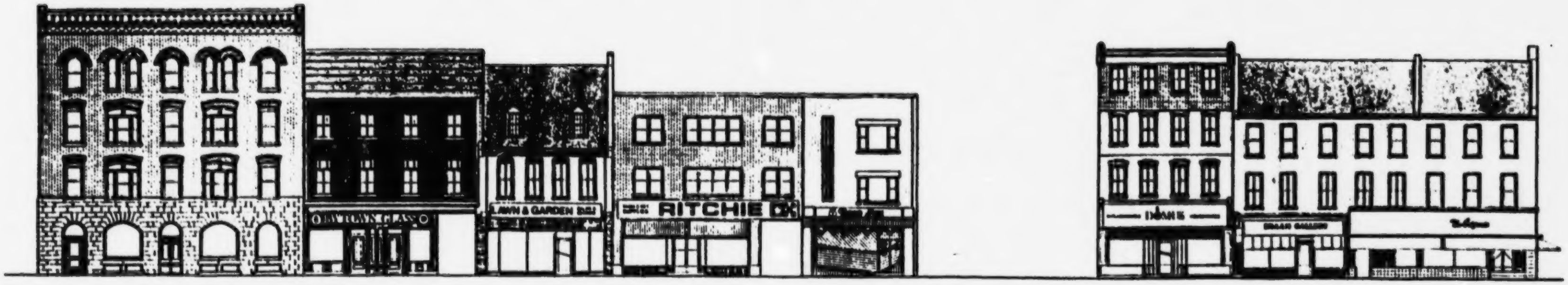
a) dwelling units located in a building containing commercial, public or industrial uses as set out under this section.


YORK
BYWARD
MARKET



York Street
South
Part of Heritage Area 19


CLARENCE
SUSSEX
YORK


LAWN & GARDEN
RITCHIE

York Street
North
Part of Heritage Area 19

Commercial Uses

a) art gallery
b) bank
c) bar or lounge
d) blueprinting or photostating establishment
e) catering establishment
f) custom workshop
g) eating establishment
h) film exchange
i) frozen food locker establishment
j) hotel
k) laboratory
l) licensed day nursery
m) office
n) personal service business
o) place of public assembly
p) printing establishment
q) private club or lodge
r) repair business if conducted wholly within a completely enclosed building but excluding automobile repair establishments
s) retail business
t) school, including a school operated for profit or gain
u) studio
v) theatre or cinema
w) tourist establishment
x) building or use accessory to the above provided that the building is not used for human habitation

Industrial Uses

a) the manufacture, assembling, packaging, repair or treatment of the following materials or products:
   i) precision instruments including watches, radios televisions and electronic equipment
   ii) scientific andd professional equipment
   iii) jewellery and precious metals
   iv) store display accessories
   v) orthopaedic and prosthetic appliances
   vi) fountain pens, pencils, stencils and stamps
   vii) art goods, novelties and toys
   viii) textile and clothing products
   ix) any other industrial use of a similar and no more objectionable character to those industrial uses permitted in subclauses 1. to 8. hereof and approved by the Committee of Adjustment for the City of Ottawa pursuant to The Planning Act, R.S.O. 1970, c. 349, as amended, and
b) the permitted uses described in subparagraph (a) hereof shall be subject to the following restrictions:
   i) the uses are wholly or in part within a completely enclosed building, and
   ii) the uses are not or do not become obnoxious, offensive or dangerous by reason of the presence or emission of odour, dust, smoke, noise, gas fumes, vibrations, radiation, refuse matter of water-carried waste, and
   iii) any operation, except employee or customer parking, carried on outside a building shall be completely enclosed by an opaque or translucent screen having a height of not less than one point eight (1.8) metres, and
   iv) such exterior operations are not carried on in that part of a front yard situated between the main wall of the building and the front lot line.

Market Street Vending Stalls

That the Market street vending stalls be allowed along the north side of George Street between Dalhousie Street and Sussex Drive, along ByWard Market Square and William Street between George and York Streets, along York Street between Dalhousie Street and Sussex Drive and along Clarence Street between Sussex Drive and Dalhousie Street. The awnings should remain temporary in nature.

Permitted Uses at Street Level

That the full width and at least 10% of the depth of the ground floor space of any building fronting on a street, excluding required accesses to the upper floors and loading/unloading facilities provided that they do not amount to more than 50% of the street frontage, be used for retail/commercial, entertainment and public uses only. Office, warehousing/storage, residential and industrial uses are to be accommodated in the remaining portion of the building.

Similarly, that part of the ground floor of the ByWard Market garage fronting along Clarence and William Streets be converted to retail/commercial floor space.

Size of Commercial Establishment at Street Level

That the size of commercial and public establishments occurring through infill redevelopment or through building renovation be established on the basis of the following average maximum floor area of the existing commercial establishments at street level within each block face:

TABLE 1

PERMITTED FLOOR AREA OF USES AT STREET LEVEL

IN METRES-FEET.

street	from[1]	to[1]	maximum
Murray Street	Sussex Parent	Parent Dalhousie	720-7,742 635-6,828
Clarence Street	Sussex Parent	Parent Dalhousie	580-6,237 390-4,194
York Street	Sussex	NORTH & SOUTH SIDE Byward Market Building	N 570-6,129 S 930-10,000
	Byward Market Building	Dalhousie	N 610-6,560 S 1,010-10,860
George Street (north side)	Sussex	Dalhousie	no maximum
Parent Street	mid-block north of Murray	Clarence	280-3,010
Byward Market Square	Clarence York	York George	300-3,226 186-2000
William Street	Clarence York	York George	no maximum 165-1774
Sussex Drive (east side)	George	St. Patrick	no maximum

The permitted uses at street level are not required to front on a street, thus allowing interior malls. Also, in the case where any proposals cannot meet the above maximum floor area at street level, then City Council would decide on the maximum size to be permitted based on their own merit, but where the scale, rhythm and character of the Market area would be maintained.

Parking

No minimum and maximum parking requirements shall be required as per AZ-64, except for hotel uses for which a minimum of one (1) parking space per 150 square metres of floor area and a maximum of one (1) space per 100 square metres of floor area shall be required. If parking is provided for any other uses, the maximum number of parking spaces shall not be more than the the minimum requirements set out under Section 13-1 of By-law AZ-64 and its amends, and the configuration shall meet the provisions of Section 13-2 of the same By-law.

Loading

No loading facilities shall be required.

3.2.5.2
Built Form Controls

1. General Principles

To ensure that the existing scale and heritage commercial character of the area is retained while still permitting compatible infilling/development to occur.

2. Specific Proposals

Lot Size

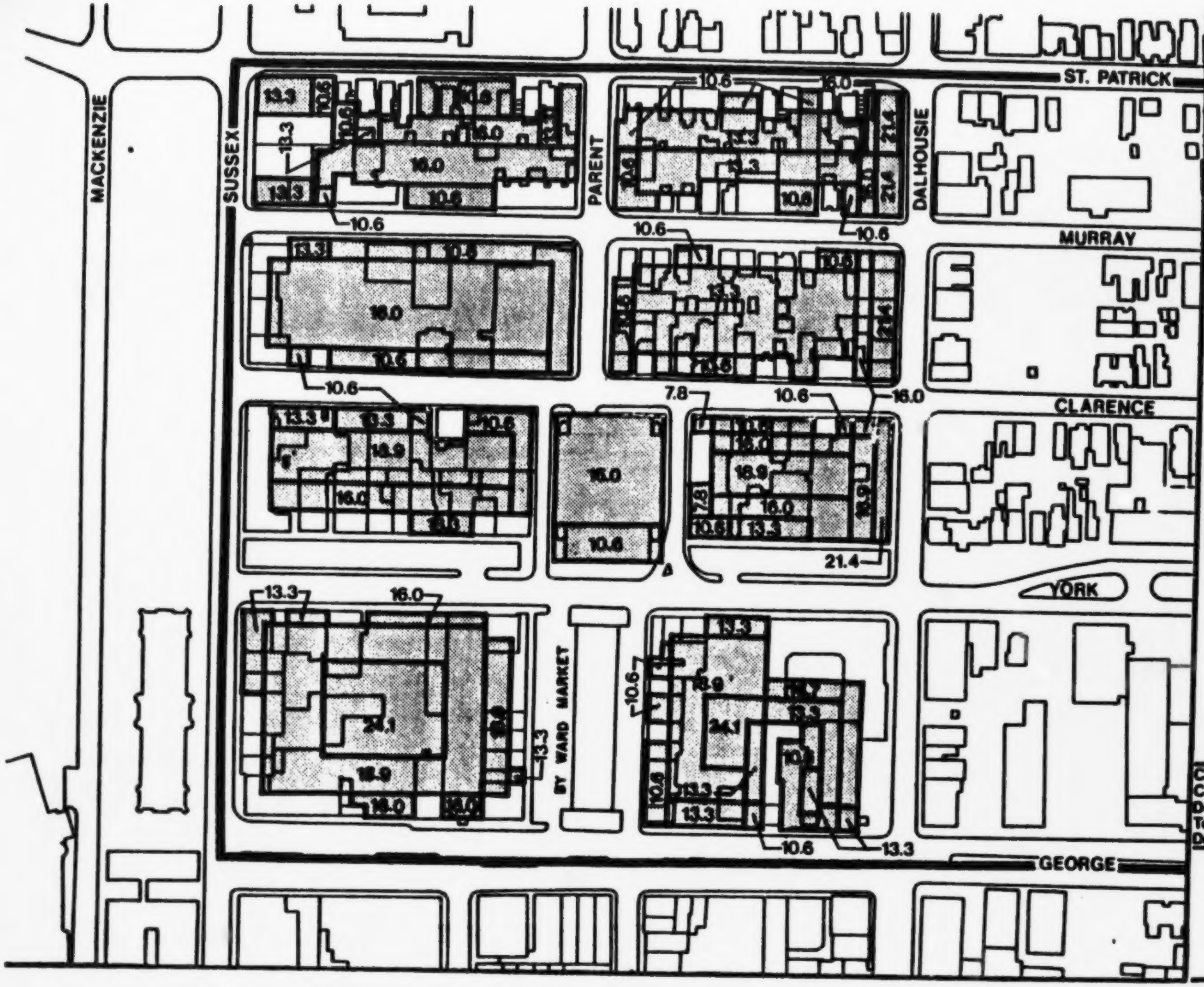
That no minimum and maximum lot sizes be required as indicated under Sections 2 of the Central Area Heritage Study dealing with Heritage Areas 17, 18 and 19.

Building Heights

That the maximum building heights be those established under Sections 2 of the Central Area Heritage Report dealing with Heritage Areas 17, 18 and 19 as shown on Map No. 7.

Setbacks

That the building setback requirements be those established under Sections 2 of the Central Area Heritage Report dealing with Heritage Areas 17, 18 and 19, except in the case of the existing C2-c zone abutting Sussex Drive between George Street and St. Patrick Street where the centreline of Sussex Drive shall be deemed to be located three (3) metres west of the existing centreline for the purpose of applying the provisions of paragraph (c) of Section 8 of By-law AZ-64.


ST. PATRICK
MURRAY
CLARENCE
YORK
GEORGE
MACKENZIE
SUSSEX
PARENT
DALHOUSIE
BY WARD MARKET
10.6
13.3
16.0
18.9
21.4
24.1
7.8

Ottawa Central Area
Aire centrale

Fringe Area-Northeast
Aire secondaire-nord·est

Byward Market · Sussex Drive Sub Area

Building Heights

▨ Boundaries of Building Heights

10.6 Permitted Building Height Above Grade (in metres)

≡ Permitted Location of "Links"

City of Ottawa·Ville d'Ottawa
Community Development·Planning Branch
Développement Communautaire·Section d'urbanisme
Technical Services Division
Division des services techniques

Drawn by·Dessiné par: W. Clouthier
Date: March-mars 1979 PB 816
Feet Pieds 100 50 0 15 30 Mètres Metres
Revised Révisé
7
Plan no.

Provision of Amenity Spaces

That the provision of personal and shared amenity spaces be those set out under Sections 2 of the Central Area Heritage Report dealing with Heritage Areas 17, 18 and 19.

3.3

AREA 2: HERITAGE RESIDENTIAL AREA

The proposed heritage residential land use designation for most of the area located along the south side of St. Patrick Street between Sussex Drive and Dalhousie Street and shown as Area 2 on Map No. 5 aims at recognizing and maintaining the homogeneous residential use and the low-scale heritage character of the area.

3.3.1

Review of Existing Zoning

The subject area, as shown on map No. 6, is currently zoned R7, a high density residential zone which, in addition to some public uses, allows for single family dwelling units, apartment dwellings, apartment hotels and dwelling units for the elderly. Limited retail uses are also permitted providing that such uses are located on the ground floor and are not visible from the outside. A floor space to lot area ratio (F.S.I.) of 2.0 is permitted and the maximum building heights established under Amendment No. 62 are set at 101 metres (332 feet) and 107 metres (352 feet) for each of the two block faces fronting on the south side of St. Patrick Street east and west of Parent Street respectively.

The yards and other open space requirements for this zone vary from 0 to 12.2 metres (40 feet) depending upon whether the outside walls of the building contain windows that face side or rear lot lines or other walls on the site containing windows. Also, 30% of the lot area has to be landscaped open space.

The parking requirement is set at a rate of 0.5 space per dwelling unit.

3.3.2

Review of Existing Land Uses and Built Form

The residential area along the south side of St. Patrick Street between Dalhousie Street and Sussex Drive is a very stable residential area where no significant changes in the land use pattern and built form have occurred for many years. It comprises of low-scale single family dwellings, duplexes and small walk-up apartment units. These uses do not conform with the existing R7(2.0) zoning, a high density residential zone. This is particularly the case for doubles and duplexes and with regards to lot sizes and to front and side yards.

Containing numerous heritage buildings, this area has been identified in the Central Area Heritage Study as an area worthy of preservation. The low scale residential land uses closely relate to and complement the built form of most of the properties located on the north side of St. Patrick Street. It has very little relationship with the Market Are proper.

3.3.3

General Proposals

LAND USES

It is proposed that a wide range of residential uses including tourist homes be permitted and that no minimum parking be required (Section 3.3.5.1).

BUILT FORM

It is proposed that the density not be specified but that appropriate built form controls covering such aspects as building heights, building setbacks and the provision of amenity spaces be established. These controls would govern the intensity of use of the lands and ensure compatibility of any redevelopment or new developments are compatible with the heritage built form of the area (Section 3.3.5.2).

3.3.4
Rationale

LAND USES

The proposed heritage residential land use designation for most of the area located along the south side of St. Patrick Street between Dalhousie Street and Sussex Drive is based on the fact that the subject area relates more to the residential area located along the north side of St. Patrick Street than with the ByWard Market Area located to the south. The existing residential uses within the subject area are well established with few signs of change during its lengthly existence. This is indicative of the stability of the area.

In contrast the area immediately to the south and especially the area along Murray Street are, however, undergoing substantial changes in their land use area to a primarily commercial one. To allow further expansion of the commercial uses along St. Patrick Street would be detrimental to the present function and character of that street.

Hence, the existing residential land use function of the area cannot be denied and should be retained for two basic reasons. Firstly, it would extend the heritage residential zone presently located north of St. Patrick Street to the south side. Secondly, it would limit the commercial uses located south of the subject area from expanding and encroaching onto a stable residential area.

A heritage residential land use designation along the south side of St. Patrick Street west of Dalhousie Street would also meet the basic land use goal for the Central Area which aims at retaining and encouraging the residential function of the Fringe Areas and consolidating the commercial function of the Core Area.

Finally, given that the intent of the Plan is to preserve the heritage built form of the area, no minimum parking would be required. This would give greater flexibility in redeveloping properties in keeping with the overall character of the area than under the present zoning. Moreover, the subject area is well served by public transit and many public parking areas are provided within the Market Area proper. If parking is provided, maximum requirements should, however, be established in order to minimize its impact onto the character of the area.

BUILT FORM

The reason for not specifying any minimum or maximum density requirements is to facilitate the maximum use of the land through infill redevelopment.

Given that most of the area located on the south side of St. Patrick Street between Dalhousie Street and Sussex Drive has been identified by the Central Area Heritage Study as one of the Heritage Areas in the Northeast Quadrant (Heritage Area 16), appropriate built form controls were developed under the said study. These controls are discussed in the preceding chapter on Heritage. They aim at preserving the character and scale of the existing heritage buildings in Heritage Area 16, and ensuring that new developments do not detract from the existing scale of this heritage area. The proposed building envelope (heights and setbacks) is shown on Map No. 7. The separation distance, and the personal and shared amenity space requirements and other controls and guidelines are contained in the Central Area Heritage Area 16 (see footnote 7).

CONCLUSION

The land use and built form proposals put forth for this heritage residential area would meet the City Council approved Central Area policies, particularly those pertaining to residential and commercial uses. The retention of the residential land uses would contribute in providing residential uses in the Central Area while preserving the heritage character of the subject area through appropriate controls. Furthermore, sufficient commercial development potential is provided in the Market Area to meet the commercial needs of the present and future population. Hence, to allow further expansion of the commercial uses would defeat the aim of strenghtening the shopping function of the Market Area proper (Area 1) and that of the Central Area.

Also, residential uses, as proposed, is a permitted use under the 'secondary business area' designation as set out under the Official Plan. However, in order to better reflect the intent of this Plan, an amendment to the Official Plan designating the subject area 'residential' would be more appropriate.

3.3.5
Proposed Land Uses and Built Form Controls

3.3.5.1
Permitted Uses

1. General Principles

To retain the existing stable residential function of most of the area located along the south side of St. Patrick Street between Dalhousie Street and Sussex Drive as shown by Area 2 on Map No. 5 and allow a wide range of residential uses including tourist homes.

2. Specific Proposals

Public Uses

a) ecclesiastical residence
b) home for children or home for the aged, infirm or disabled (as defined in AZ-64 and its amendments)
c) park or playground
d) building or use accessory to the above provided that the building is not used for human habitation.

Residential Uses

a) single family dwelling
b) double or duplex
c) row dwelling
d) apartment dwelling
e) group homes as per By-law 332-80
f) home occupation
g) rooming, boarding and lodging houses
h) tourist home provided
    i) the building is twenty (20) years or more in age based on the original date of construction;
    ii) the total habitable floor area in the original building is one thousand four hundred (1,400) square feet or more before conversion; and
    iii) it is licensed under Provincial legislation.
i) diplomatic premises
j) converted dwelling (as defined in AZ-64 and its amendments)
k) private home day care
l) dwelling units for elderly persons
m) licensed day nursery
n) fraternity or sorority house
o) one (1) office of either a physician or a dentist (as per Section 45 of AZ-64 and its amendments)
p) building or use accessory to the above provided that the building is not used for human habitation.

Parking

The provision of parking should be those established under Section 2 of the Central Area Heritage Study dealing with Heritage Area 16.

3.3.5.2
Built Form Controls

1. General Principles

To retain the low scale residential character of the existing heritage buildings and district while still allowing maximum infill redevelopment.

2. Specific Proposals

Lot Size

That no minimum or maximum lot size be required as indicated under Section 2 of the Central Area Heritage Study Report for Heritage Area 16.

Building Heights

That the maximum building heights be those established under Section 2 of the Central Area Heritage Report for Heritage Area 16 as shown on Map No. 7 and any amendments thereto.

Setbacks

That the building setback requirements be those established under Section 2 of the Central Area Heritage Report for Heritage Area 16.

Provision of Amenity Spaces

That the provision of personal and shared amenity spaces be those established under Section 2 of the Central Area Heritage Study Report for Heritage Area 16.

3.4
AREA 3: HERITAGE RESIDENTIAL AND COMMERCIAL AREA

This proposed heritage residential/commercial area in the ByWard Market/Sussex Drive Area is located on the south side of St. Patrick Street west of Dalhousie Street as shown by Area 3 on Map No. 5. It consists of three buildings accommodating a commercial use, a mixed commercial/residential land use and a residential use respectively. Two of the three buildings are heritage buildings worthy of preservation.

3.4.1
Review of Existing Zoning

The three subject properties are currently zoned C2 as indicated on Map No. 6. This general commercial/office zone allows, in addition to some public and residential uses, a wide range of retail and office uses. The permitted density is established at an F.S.I. of 2.0 and the maximum building height is 110 metres (360 feet) above grade as set out under Amendment No. 62 of the City's Official Plan.

The yard setback and open space requirements under a C2 zone differ from a commercial use to a residential use. No yard setbacks and open spaces are required for commercial uses whereas side and rear yards and other open spaces are required for residential uses which may also vary depending upon the height of a building and whether the outside walls of the building contain windows that face side or rear lot lines or other walls on the site containing windows. The parking requirements are also different for the two uses as, no parking is required for commercial uses, whereas, 0.5 parking space per dwelling is required for residential uses.

3.4.2
Review of Existing Land Uses and Built Form

The subject area, encompassing three properties, consists of mixed commercial/residential land uses. The most easterly property, adjacent to the retail/office use fronting on Dalhousie Street at St. Patrick Street, accommodates four dwelling units in a two-storey, three-door row dwelling structure. The next property accommodates, in a three-storey converted heritage residential building, a specialty clothing shop and gallery at grade with some dwelling units at the upper two floors. The third and most westerly property accommodates, in a two-storey commercial building, part of a retail and warehouse furniture establishment. The commercial and mixed commercial/residential uses are in conformity with the permitted uses under a C2 zoning, whereas, the residential use is not conforming since 50% or more of the ground floor is not used commercially. .

This commercial and residential land use mix acts as a transitional area. The existing commercial uses relate with the more extensive commercial uses located along Dalhousie Street, immediately to the east, whereas, the residential uses, the scale, and built form of the area and the heritage character of two of the three buildings relate more to the heritage residential area located immediately to the west and north of the subject area.

The total floor area of the existing uses amounts to approximately 1,031.4 square metres (11,070 sq. ft.) or 59.3% of the permitted density as shown on Table II. The extent of the existing commercial uses is however well below the permitted density of 2.0 F.S.I. as only 34.1% of the subject area is commercially used. As for the existing residential uses, they amount to 437.1 square metres (4,700 sq. ft.) or 33.5% of the existing total floor area.

TABLE 2
Existing Land Uses
approximate square metres-*square feet*

property	commercial	residential	total	potential	%
Johnson's Furniture **lot 14 fronting on St. Patrick**	468.7 *5020*	–	468.7 *5020*	520.8 *5600*	90.0
232 St. Patrick	125.6 *1350*	251.1 *2700*	376.7 *4050*	660.3 *7100*	57.0
234-238 St. Patrick	–	186.0 *2000*	186.0 *2000*	558.0 *6000*	30.1
Total	594.3 *6370*	437.1 *4700*	1031.4 *11070*	1739.1 *18700*	59.3
Potential	1739.1 *18700*	1304.3 *14025*	n.a.	n.a.	n.a.
%	34.1	33.5	n.a.	n.a.	n.a.

The existing commercial uses provide a front yard setback of approximately 3 metres (10 feet) but do not provide any side yard setbacks where, in one caseof the most westerly lot, one would be required as the use is adjacent to a residential zone. One of the two commercial uses also provides a rear yard as it is accommodated in a converted residential building bur where none are required except for lots adjacent to residential uses. As for the residential uses, the front and rear yard setbacks comply with the zoning requirements; however, the existing side yards and other open spaces do not conform with the zoning as, in one case, no yards are provided, and in the other case, less than the minimum of 3 metres (10 feet) is provided.

No parking is provided for the commercial uses whereas some parking is provided in the side and rear yards for the residential land uses.

Hence, the subject area generally complies with or provides more than the requirements set out under By-law AZ-64 for a C2 zone. The existing commercial uses, however, are far from reflecting the commercial development potential permitted under the existing C2(2.0) zoning.

3.4.3
General Proposals

LAND USES

It is proposed that a wide range of residential uses and limited commercial and public uses be permitted, and that no parking be required as recommended in the preliminary report on parking in the Central Area (Section 3.4.5.1)

BUILT FORM

It is proposed that no density be specified but that the intensity of use of the land be governed by appropriate built form controls covering such aspects as building heights, yard setbacks and the provision of amenity spaces (Section 3.4.5.2).

3.4.4
Rationale

The proposed heritage residential/commercial land use designation of the three properties located on the south side of St. Patrick Street west of Dalhousie Street (shown by Area 3 on Maps No. 5) would allow the existing commercial and residential uses to be retained and would ensure not only the preservation of the heritage character and scale of the two heritage buildings but also the maintenance of a continuous profile and streetscape along St. Patrick Street from Sussex Drive to Dalhousie Street. It would also recognize the transitional function that the three subject properties serve between the more extensive commercial uses along Dalhousie Street and the heritage residential land use and built form area to the west and north of the subject area.

LAND USES

Given the present built form of the heritage buildings to be preserved, careful consideration has been given to the type of commercial uses to be permitted. The existing low scale heritage residential structures dictate the inclusion of only those commercial uses that could be accommodated without necessitating extensive conversions to the existing buildings. Thus, all commercial uses which were considered to be incompatible with the heritage character and built form of the subject buildings, such as car-oriented uses, are not to be permitted.

The proximity of the subject area to the wide variety of heritage residential buildings and areas which are located in the surrounding area are an important consideration in defining the most appropriate commercial uses for this area. To that effect, commercial uses environmentally incompatible with the adjacent heritage residential uses such as those requiring the provision of a significant number of parking spaces are also not to be permitted.

With regards to residential uses, a wide range of residential uses would be appropriate given the existing residential character of two of the three subject buildings and the variety of residential uses that presently exist to the west and north of the subject area. This would also favour the retention of the existing residential uses and allow for a mixed commercial and residential use of the existing properties.

Hence, a wide range of residential uses and limited commercial uses which are considered to be compatible with the existing heritage built form within the subject area and with the adjacent heritage residential buildings and uses would be the most appropriate land uses to be permitted within the subject area.

PARKING

Given that the land uses to be permitted excludes those uses that require the provision of a significant number of parking spaces, and given the physical limitations of the subject properties to accommodate parking, no minimum number of parking spaces would be required. This also would meet the recommendations contained in the preliminary report on parking needs in the C2 zones of the Central Area.

BUILT FORM

The Central Area Heritage Study has identified two of the three subject properties as heritage buildings worthy of preservation. This decision was based on their present built form and heritage character and their similarity with the remaining heritage building to the west of them. These properties are located at 232, and 234 to 238 St. Patrick Streetand are included in Heritage Area 16. The building located at 230 St. Patrick Street has no heritage value but, being surrounded by heritage buildings, has been included in Heritage Area 16.

To that effect, appropriate building heights, yard setbacks and amenity spaces requirements were defined under the Central Area Heritage Study for Heritage Area 16. These controls and requirements not only aim at preserving the scale and built form of the heritage area but allow new developments which are compatible with the existing scale and built form of the subject area to take place.

CONCLUSION

The heritage residential/commercial designation of the subject area would, therefore, recognize the transitional residential and commercial function of the area while ensuring the preservation of its primary heritage character. The emphasis is on the retention of the residential uses and character of the area and consequently the limitation of the commercial uses. Hence, in order to reflect this planning option, the subject area should be designated as a residential area under the Official Plan, a land use designation which provides for some commercial uses.

3.4.5
Proposed Land Uses and Built Form Controls

3.4.5.1
Permitted Uses

1. General Principles

To recognize the transitional residential/commercial land use function of Area 3 (Map No. 5) which is abuted on the east by more extensive commercial uses located along Dalhousie Street and on the west and the north, by low profile heritage residential buildings.

2. Specific Proposals

Public Uses

a) ecclesiastical residence
b) home for children or home for the aged, infirm or disabled (as defined in AZ-64 and its amendments)

Residential Uses

a) single family dwelling
b) double or duplex
c) row dwelling
d) apartment dwelling
e) group homes as per By-law 332-80
f) home occupation
g) rooming, boarding and lodging houses

h) tourist home provided
    i) the building is twenty (20) years or more in age based on the original date of construction;
    ii) the total habitable floor area in the original building is one thousand four hundred (1,400) square feet or more before conversion; and
    iii) it is licensed under Provincial legislation.

i) diplomatic premises

j) converted dwelling (as defined in AZ-64 and its amendments)

k) private home day care

l) dwelling units for elderly persons

m) licensed day nursery

n) fraternity or sorority house

o) one (1) office of either a physician or a dentist (as per Section 45 of AZ-64 and its amendments)

p) building or use accessory to the above provided that the building is not used for human habitation.

Commercial Uses

a) antique shop

b) book store

c) clothing boutique

d) furniture store

e) gallery

f) gift shop

g) professional offices (as defined under the Home Occupations By-law 27-81, paragraph 19(i), (A) and (C)

h) working room for a craftsman or technician and studio room or classroom for instructor or counsellor as set out under the Heritage Study

i) building or use accessory to the above provided that the building is not used for human habitation and is directly related and essential yet subordinated to the effective operation of the principle use.

Parking

That no minimum or maximum number of parking spaces be required. If parking is provided, the maximum number of spaces shall not be more than the minimum requirements set out under Section 13-1 of By-law AZ-64 and the configuration shall meet the provisions of Section 13-2 of the same By-law.

3.4.5.2
Built Form Controls

1. General Principles

To preserve the existing scale and built form of Area 3 as shown on Map No. 5 while still allowing new developments compatible with the scale and built form of the subject area.

2. Specific Proposals

Density

That no minimum or maximum floor space to lot area ratio and unit per acre shall be required but that the intensity of use be governed by the built form controls outlined below.

Building Heights

That the maximum building heights shall be those established under Section 2 of the Central Area Heritage Report dealing with Heritage Area 16 as shown on Map No. 7.

Lot Size

That no minimum or maximum lot size shall be required as established under Section 2 of the Central Area Heritage Report dealing with Heritage Area 16.

Setbacks

As set out under Section 2 of the Central Area Heritage Report dealing with Heritage Area 16.

Provision of Amenity Spaces

As set out under Section 2 of the Central Area Heritage Report dealing with Heritage Area 16.

4
Transportation

4.1
INTRODUCTION

The Northeast Quadrant, like most other inner City neighbourhoods, is affected by major regional arteries such as King Edward Avenue, Sussex Drive and St. Patrick Street. Future improvements to these regional road facilities which will directly affect the area have been approved. The most significant improvements are the Rideau Area Project transportation scheme and the St. Patrick/Murray Streets one-way couplet. The ByWard Market/Sussex Drive Area would be affected by these two schemes.

The local traffic circulation system that will exist within the new arterial system outlined above is of particular concern.

4.2
REVIEW OF EXISTING CONDITIONS AND EXPECTED IMPROVEMENTS

4.2.1
Traffic/Transit

Presently, large traffic volumes are witnessed on King Edward Avenue, Sussex Drive and the easterly half of St. Patrick Street. Lesser yet still significant, are the traffic volumes which exist on Dalhousie Street, Cumberland Street and the westerly halves of St. Patrick, York and George Streets.

Following the scheduled changes to the road pattern developed by the Rideau Area Project Team and the implementation of the St. Patrick/Murray Streets one-way couplet (Map No. 8), significant increases in traffic volumes are expected. This will be the case on George Street west of Cumberland Street (to become a three-lane one-way westbound arterial) and on Sussex Drive/MacKenzie Avenue (to become a one-way pair). Some increases also will occur on York (east bound), Dalhousie and Cumberland Streets.

Taken as a whole, the new arterial system will change the area's access or egress to the Market area as well as possbily directing some non-destined traffic to the local streets unless some precautions are taken.

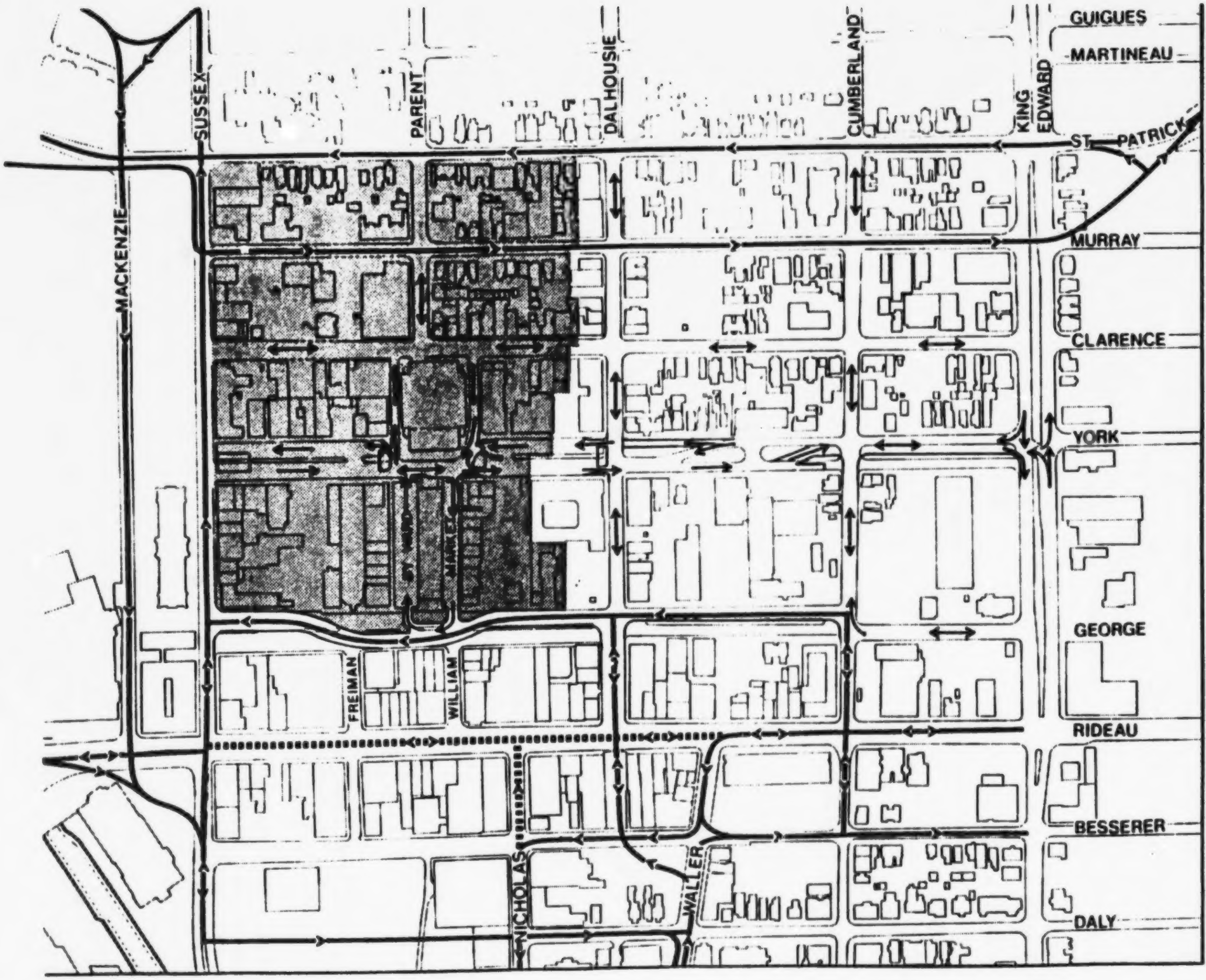
Taken as a whole, the new arterial system will change the area's access or egress to the Market area as well as possbily directing some non-destined traffic to the local streets unless some precautions are taken.

4.2.2
Pedestrian/Bicycle

Bicycle and pedestrian movement is heaviest along Sussex Drive, Dalhousie Street, George Street and within the ByWard Market Area proper. Such movement is significant in light of the nature of the shopping activities in the ByWard Market/Sussex Drive area as well as along Dalhousie Street.

4.2.3
Parking/Loading

Convenient parking is important to the operation of the commercial use in the ByWard Market/Sussex Drive Area. The near capacity use of on-street and off-street parking clearly demonstrates the need to retain the existing level of service, especially short-term parking.


GUIGUES
MARTINEAU
ST. PATRICK
MURRAY
CLARENCE
YORK
GEORGE
RIDEAU
BESSERER
DALY
KING EDWARD
CUMBERLAND
DALHOUSIE
PARENT
SUSSEX
MACKENZIE
FREIMAN
WILLIAM
BY WARD
MARKET
NICHOLAS
WALLER

Ottawa
Central Area
Aire centrale

Fringe Area-Northeast
Aire secondaire-nord·est

Byward Market · Sussex Drive Sub Area

Road Network
Per Rideau Area Project Agreement

- ▬ New Roadways
- ┅ Exclusive Bus Lanes
- ▨ Byward Market · Sussex Drive Sub·Area

City of Ottawa · Ville d'Ottawa
Community Development · Planning Branch
Développement Communautaire · Section d'urbanisme
Technical Services Division
Division des services techniques

Drawn by · Dessiné par: W. Clouthier
Date: March-mars 1979 PB 818
Feet Pieds 200 100 50 0 15 30 60 Mètres Metres

Revised · Révisé

8
Plan no.

Loading activity was also examined, particularly in the Market Area. Much of this activity occurs on street and is necessary. It should be adequately accommodated, therefore, in any road improvement scheme that would affect the ByWard Market Area.

4.3
GENERAL PROPOSALS

4.3.1
Traffic/Transit

It is proposed, to minimize the impact of major road facilities on the special heritage pedestrian-oriented commercial character of the ByWard Market/Sussex Drive Area by using appropriate traffic control devices and road design features (Section 4.5.1).

4.3.2
Pedestrian/Bicycle

It is proposed to give special consideration to pedestrian and bicycle movements and facilities in the ByWard Market/Sussex Drive Area (Section 4.5.2).

4.3.3
Parking/Loading

It is proposed to maintain the same level of loading facilities that exists presently and improve the level of short term on-street and off-street parking facilities (Section 4.5.3).

4.4
RATIONALE

4.4.1
Traffic/Transit

The most significant impact on traffic in the Northeast Quadrant generally, and the ByWard Market/Sussex Drive Area specifically will be the Rideau Area Project. It is estimated that the Project may generate 1400 new auto trips (700 in, 700 out) during the p.m. peak hour. Of this total, it is estimated that 400 will traverse the Northeast Quadrant, including those using the Sussex/MacKenzie one-way couplet and King Edward Avenue. Table III shows the existing and projected traffic volumes in the Northeast Quadrant.

The bulk of the traffic growth between now and 1982 is expected to be on Sussex/MacKenzie, where the one-way couplet should improve operations. The one-way pairing of St. Patrick/Murray Streets is designed to reduce the bottlenecks at the St. Patrick/King Edward and St. Patrick/Sussex intersections. This should minimize the diversion of north-south through traffic to Dalhousie and Cumberland Streets.

Taken as a pair, traffic volumes on St. Patrick and Murray Streets west of Cumberland Street are not expected to increase significantly in the short term, but Murray Street will carry some of the eastbound traffic diverted from St. Patrick Street.

George Street between Cumberland Street and Sussex Drive is to become a one-way westbound arterial as part of the Rideau Area Project. The current proposals call for a curvilinear alignment with the retention of approximately half (38) of the existing 73 on-street parking spaces between Sussex Drive and Dalhousie Street. This can be accomplished in a manner similar to the parking lots off York Street. The lost spaces shall be accommodated, however, else-where within the Market Area given the necessity of short term on-street parking in the area. Also, owing to the fact that most of the large truck deliveries occur on the south side, it proved more functional to locate the roadway to the north side

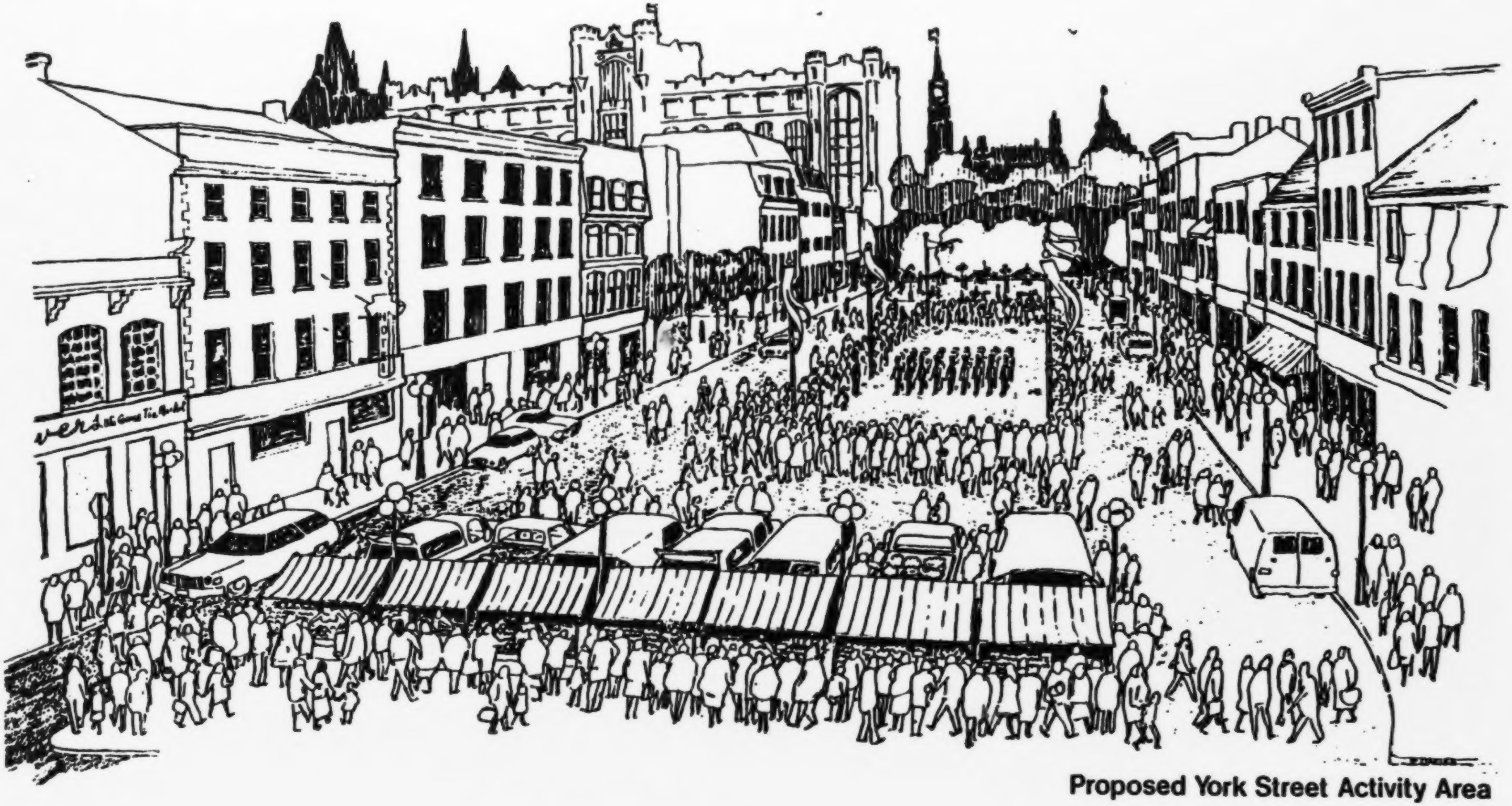
TABLE 3.
P.M. Peak Hour Auto Volume

street	at:	1976	1980	future
EAST - WEST VOLUMES				
St. Patrick Street	Sussex	480	1195	1275
	Parent	385	765	n.a.
	Dalhousie	605	935	550
	Cumberland	970	1150	530
Murray Street	Sussex	n.a.	n.a.	495
	Dalhousie	n.a.	n.a.	460
	Cumberland	n.a.	n.a.	1000
Clarence Street	Sussex	260	n.a.	115
	William	200	n.a.	115
	Dalhousie	n.a.	195	115
York Street	Sussex	525	470	500
	Dalhousie	420	395	345
	Cumberland	200	220	345
George Street	Sussex	485	n.a.	1165
	Dalhousie	500	405	1270
	Cumberland	n.a.	n.a.	530
NORTH - SOUTH VOLUMES				
McKenzie Avenue	St. Patrick	395	n.a.	1295
	Wellington	395	n.a.	1320
Sussex Drive	St. Patrick	1870	1845	1095
	Murray	n.a.	n.a.	1315
Murray Street	York	1920	2030	1380
	George	2035	n.a.	1200
	Rideau	2020	2045	1200
Parent Street	St. Patrick	175	340	n.a.
	Clarence	n.a.	n.a.	n.a.
Byward Market Square	York	n.a.	n.a.	n.a.
	George	240	n.a.	n.a.
William Street	Clarence	145	n.a.	n.a.
	York	n.a.	n.a.	n.a.
	George	n.a.	n.a.	n.a.
Dalhousie Street	St. Patrick	655	810	955
	Murray	n.a.	n.a.	940
	York	855	815	n.a.
	George	735	735	760
Cumberland Street	St. Patrick	380	460	320
	Murray	n.a.	n.a.	365
	York	820	740	n.a.
	George	n.a.	n.a.	850

Source: RMOC Transportation Planning Division / October, 1980

of the right-of-way (except in the William-Freiman block) to provide trucks ample turning space into the loading lanes/docks.

The St. Patrick/Murray couplet was examined with a view to constructing narrowings to provide more sidewalk or boulevard areas. The traffic analysis showed that three lanes will be required on each street between King Edward Avenue and Cumberland Street, but that two lanes would



Proposed York Street Activity Area

accommodate the traffic between Sussex Drive and Cumberland Street. With extensive narrowing, removal of 76 curb spaces would be required. Parking studies undertaken in June, 1979, show that parking deficiencies occur in some of the blocks west of Dalhousie Street adjacent to St. Patrick and Murray Streets.

A second option would have narrowings only at intersections and would require the removal of very few parking spaces. This would be a more adequate solution as it accommodates both the one-way couplet and the required parking spaces.

With implementation of the Rideau Area Project, some OC Transpo buses would be re-routed from Sussex Drive to Dalhousie Street. The streets in the Northeast Quadrant carrying OC Transpo buses would thus be Dalhousie, Cumberland, George, St. Patrick and Murray Streets. Outaouais buses would be removed from George Street and would be limited to Dalhousie Street, St. Patrick/Murray Streets, King Edward Avenue and Rideau Street. No problems are envisaged with bus travel in the ByWard Market/Sussex Drive Area.

4.4.2

Pedestrian/Bicycle

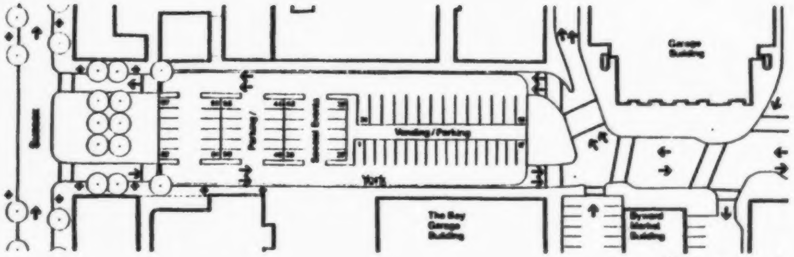
The highest bicycle volumes, over 250 in 12 hours, was recorded along Sussex Drive. Volumes of 80 - 100 per 12 hours period on each of the other three north-south streets were counted. An at-grade bikeway along Sussex Drive/McKenzie Avenue between Besserer and York Street should be investigated by the Rideau Area Project Team and others. This would tie into the Rideau Canal bike path and an east-west facility along the Rideau Street transit mall corridor. North of York Street, cyclists could continue to use Sussex Drive or MacKenzie Street.

Pedestrians are fairly well served by the existing street system in that signals or multi-way stops are located at all intersections with high pedestrian crossing volumes. With the Rideau Area Project road network completed, and George Street operating as an arterial, significant pedestrian crossing conflicts will occur at the ByWard Market/William Street/George Street intersection. This conflict should be resolved by a full signalization at both the ByWard Market Square/Freiman Street/George Street intersection, and at the William Street/George Street intersection.

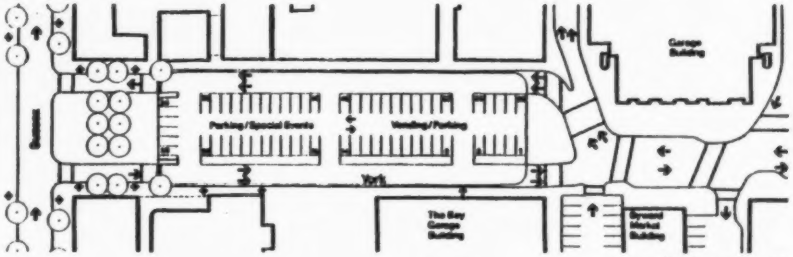
Heavy pedestrian crossing volumes occur on York Street in the vicinity of ByWard Market Square. This location is controlled by a multi-way stop and works fairly well for pedestrians. It also tends to limit some through traffic on York Street.

In order to place greater emphasis on pedestrian activities and on vending stall areas, York Street between Sussex Drive and ByWard Street should be redesigned into a multi-use activity area. This civic open space could be instrumental in the rejuvenation of the Market area as the focal market and activity area of the region. To do so, the area should not be obstructed by permanent features such as parking meters, street lamps, curbs and medians. Surface patterns should be used instead to differentiate vehicular lanes from parking spaces, and the latter from pedestrian walkways as shown on Map No. 9. Removable parking meters, subject to a feasibility study, could be used as a mean of controlling parking. Eastbound traffic movements and loading zones should, nevertheless, be accommodated in the redesign as both elements are required for the successful operation of the Market Area. Vending stall areas should be retained also, and adequately accommodated, preferably at the east end of the proposed activity area near ByWard Market Square. Furthermore, notwithstanding the vending stall areas, the number of which would vary according to the seasonal needs, such an arrangement would allow the accommodation of a total of approximately 64 parking spaces compared to the existing 37 spaces.

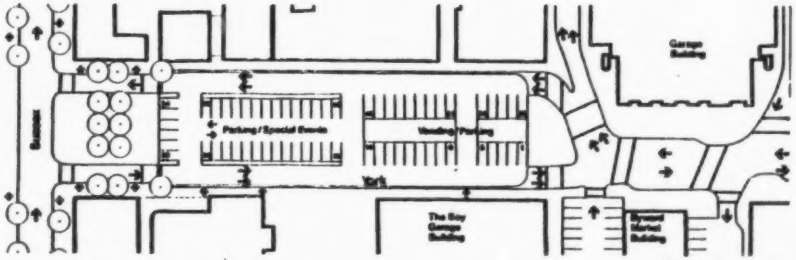
Therefore, this flexible arrangement of York Street would allow, on the one hand, socio-cultural and/or promotional events to take place within the Market area which would further diversify and complement the pedestrian character and activities of the ByWard Market. On the other hand, it would contribute in maintaining and increasing the number of


Sussex
Parking /
Special Events
Vending / Parking
York
Garage Building
The Bay Garage Building
Byward Market Building

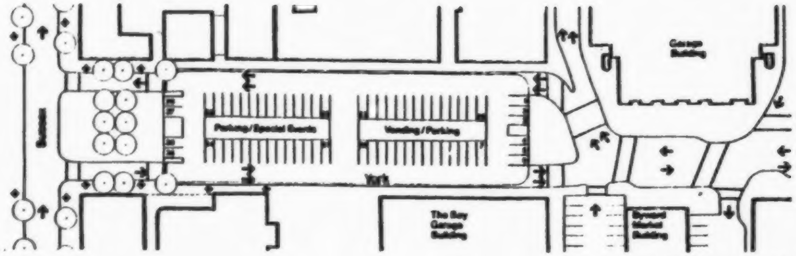
Scheme A.


Sussex
Parking / Special Events
Vending / Parking
York
Garage Building
The Bay Garage Building
Byward Market Building

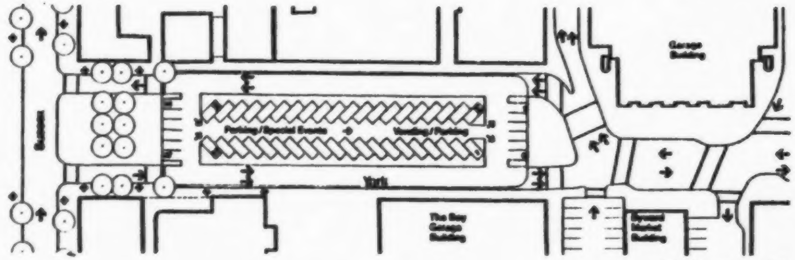
Scheme B.


Sussex
Parking / Special Events
Vending / Parking
York
Garage Building
The Bay Garage Building
Byward Market Building

Scheme C.


Sussex
Parking / Special Events
Vending / Parking
York
Garage Building
The Bay Garage Building
Byward Market Building

Scheme D.


Sussex
Parking / Special Events
Vending / Parking
York
Garage Building
The Bay Garage Building
Byward Market Building

Scheme E.

An urban space, unobstructed by permanent features, where vending stalls, parking, and special events can take place simutaneously or intermitently, and where through traffic movement still remain operational

Rating of Arrangements: 1 - 5 (poor - good)

	pedestrian movements	vending area	parking	special events	traffic movements	total
A.	2	3	3	3	3	14
B.	3	3	4	4	4	18
C.	2	4	4	3	2	15
D.	4	4	4	4	1	17
E.	3	3	2	2	4	14

Proposed York Street Activity Area

some possible arrangemets

9

Plan No.

short term on-street parking spaces, an essential facility to the economic viability of this unique shopping area.

4.4.3
Parking/Loading

Parking availability is directly related to the viability of the commercial uses in the ByWard Market/Sussex Drive Area. An inventory of parking spaces west of Dalhousie Street showed that 1,624 spaces are available excluding those that are clearly identified as vending stalls. As shown on Table IV, over half (approximately 851 parking spaces) are short term parking, of which 359 spaces are on-street parking spaces.

During a June weekday in 1979, 79% of the total number of parking spaces were occupied, with over 90% occupancy in four of the ten blocks (Block numbers 3, 4, 6 and 7 on Map No. 10). On a saturday, the peak occupancy was 73%. The ByWard Market garage was 74% full on a Saturday, and the block containing the Bay Parkade has a weekday occupancy of 90%. This demonstrates the extensive use of parking facilities as occupancy rates over 85% are taken to mean over-capacity parking conditions.

It is clear that the present level of parking facilities is more than required and should not be reduced following the required road improvements that would affect the study area. To that effect, the 73 curb spaces on George Street between Sussex Drive and Dalhousie Street which are used to their capacity, should not be removed unless conveniently replaced elsewhere within the Market Area.

Moreover, the up-coming Rideau Centre Project and Rideau Street Transit Mall which would significantly contribute to the rejuvenation and revitalization of the Rideau Street area as a major regional shopping area; the inability for most of the existing uses to accommodate off-street parking; the dependancy of the Market Area on the provision of an adequate level of short term parking facilities in order to ensure its economic viability, and the extensive use of the existing parking facilities that prevails at present would rightly justify any proposals that would accommodate any increases in the level of short term parking spaces within the Market Area.

Areas where additional short term parking spaces can be accommodated are through the re-design of some of the streets, namely York and Clarence Streets and a possible expansion of the ByWard Market garage. The re-arrangement of York Street between Sussex Drive and ByWard Market Square into an activity area, would allow, notwithstanding vending stall areas and spaces taken for special events, the accommodation of an additional 27 parking spaces over and above the existing 37 spaces for a total of 64 parking spaces. Similarly, the re-design of York Street between William and Dalhousie Streets into a divided through lane roadway with parking in the central part of the road allowance would allow to increase the number of parking spaces from the existing 25 spaces to a total of 64 parking spaces. The net result of these increases in the number of short term on-street parking is that the proposed additional 66 parking spaces on York Street would not only compensate for the expected lost of 35 of the existing 73 spaces along George Street between Sussex Drive and Dalhousie Street as a result of the proposed up-grading of George Street into a one-way westbound arterial roads, but would allow to accommodate a net increase of 31 short term parking spaces. In addition, the proposed re-design of Clarence Street would accommodate a total of 61 parking spaces compared to the existing 28 spaces, an increase of another 33 parking spaces. The net result would be an increase of 64 short term on-street parking spaces. Another four (4) parking spaces would be lost along the ByWard Market Square between York and Clarence Street bringing the net total increase to 60 spaces.

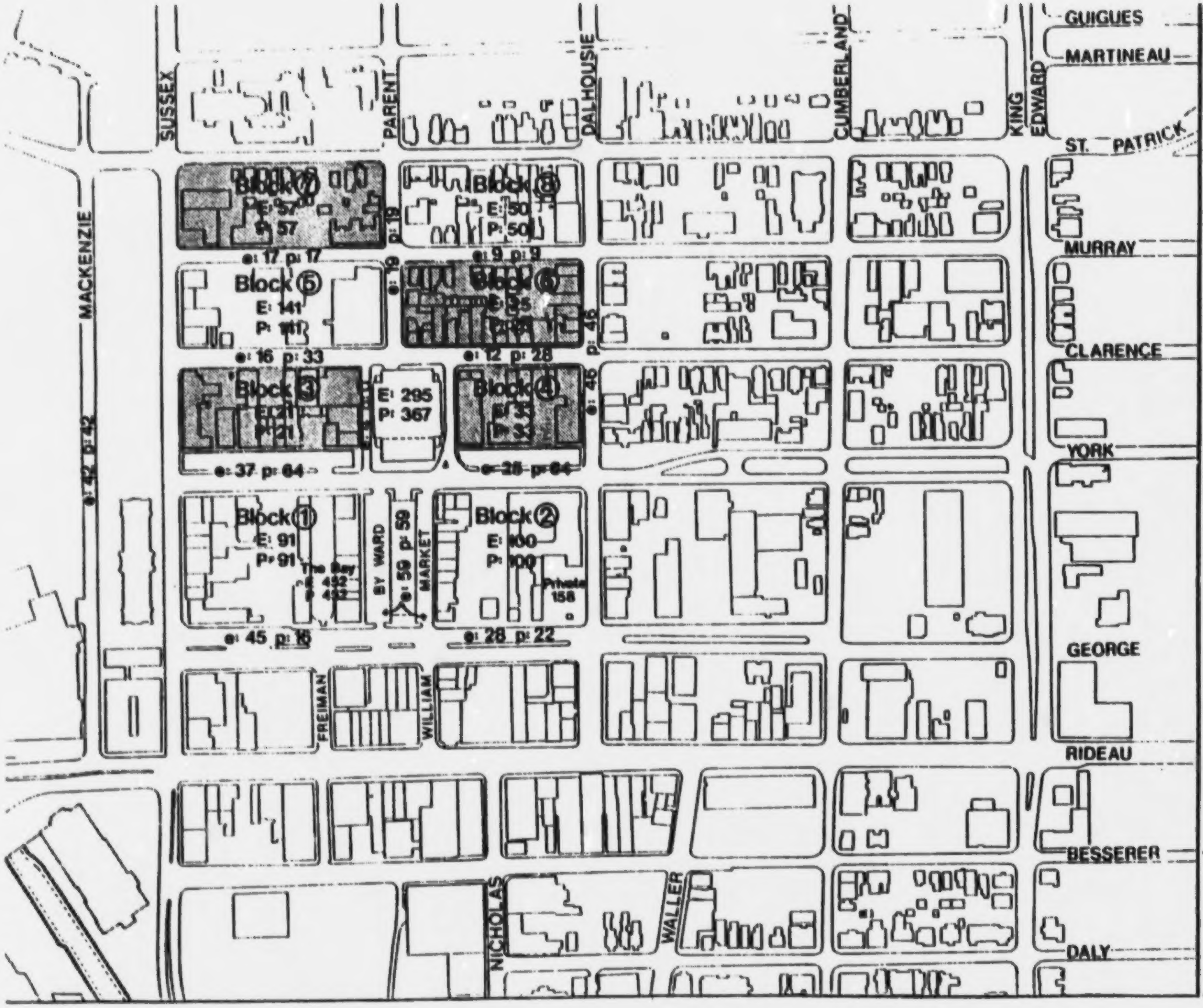
The ByWard Market garage, which presently accommodates 295 parking spaces, of which 55 spaces are long term parking, was designed and constructed with in mind a possible one-storey expansion (excluding the area above the retail establishments fronting on York Street) in order to meet any future parking requirements if the need arises. Such an expansion will increase the number of parking spaces by 72 spaces which represents a 24.4% increase. This total would be reduced to a net

TABLE 4.
Market Area Parking Review

parking area	existing spaces	proposed spaces	increase/ decrease
ON-STREET			
Short Term			
St. Patrick Street	0	0	0
Murray Street	26	26	0
Clarence Street	28	61	+33
York Street	62	128	+66
George Street	73	38	-35
Parent Street	19	19	0
Byward Market Square	26	22	-4
William Street	37	37	0
Sussex Drive	0	0	0
McKenzie Avenue	42	42	0
Dalhousie Street	46	46	0
Total	359	419	+60 (16.7%)
OFF-STREET			
Short Term			
Byward Parking Garage	240	★★312	★★+72
The Bay Parking Garage	252	252	0
Total	492	564	+72 (14.6%)
Long Term			
Byward Parking Garage	55	55	0
The Bay Parking Garage	200	200	0
Block 1. (excluding The Bay)	91	91	0
Block 6.	25	25	0
Block 7. (in part)	11	11	0
Block 8.	50	50	0
Total	432	432	0 (0.0%)
Short and/or Long Term ancillary employee/customer parking and privately-operated public parking lots			
Block 2. (excluding Holiday Inn)	100	100	0
Block 3.	21	21	0
Block 4.	33	33	0
Block 5.	141	141	0
Block 7. (in part)	46	46	0
Total	341	341	0 (0.0%)
Total	1265	1337	+72 (5.7%)
Total On-/Off-Street	★1624	1756	+132 (8.1%)

★ Excludes identified vending stall areas.

★★ If one floor is added to the ByWard Parking Garage an additional 72 parking spaces could be added to total 367 parking spaces. All 72 additional spaces should be short term parking. Furthermore, a lost of 26 spaces would result if part of the ground floor along Clarence and William Streets is converted to retail floor space for a net increase of 46 parking spaces.


GUIGUES
MARTINEAU
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MURRAY
CLARENCE
YORK
GEORGE
RIDEAU
BESSERER
DALY
SUSSEX
PARENT
DALHOUSIE
CUMBERLAND
KING EDWARD
MACKENZIE
Block ⑦
E: 57
P: 57
Block ⑧
E: 50
P: 50
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e: 17 p: 17
e: 9 p: 9
Block ⑤
E: 141
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Block ③
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P: 21
E: 295
P: 367
Block ④
E: 33
P: 33
e: 46
e: 37 p: 64
e: 25 p: 64
Block ①
E: 91
P: 91
The Bay
E: 432
P: 432
BY WARD
e: 59 p: 59
MARKET
Block ②
E: 100
P: 100
Private
158
e: 45 p: 16
e: 28 p: 22
e: 42 p: 42
FREIMAN
WILLIAM
NICHOLAS
WALLER

Ottawa
Central Area
Aire centrale

Fringe Area-Northeast
Aire secondaire-nord·est

Byward Market·Sussex Drive Sub Area

On·Street and Off·Street Parking Inventory

on·street parking

e:	Existing (1979)	359
p:	Proposed	419

off·street parking

E:	Existing (1979)	1,265
P:	Proposed	1,337

Totals: Existing 1,624
Proposed 1,756

▨ Blocks with occupancy over 90%

NOTE: Total number of parking spaces excludes those specifically identified as vending stall areas, namely those located along George Street and along Byward Market Square

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Plan no.

increase of 46 parking spaces (15.6%) if part of the ground floor is converted to retail floor area as proposed (see Section 3.2.5.1).

Allowance for the heightening of the stairs and elevator towers will be provided. The 10.6 metre height control over the parking structure along the Clarence Street frontage will be modified to allow for the full expansion, otherwise the deletion of these spaces would make the addition extremely inefficient.

A more immediate action, as an interim measure, that would assist in increasing the provision of short term parking is the elimination of the existing 55 long term parking spaces. This would meet the City's policy of providing an adequate level of short term parking in the Central area to the disbenefit of long term parking facilities thus meeting the parking needs of shoppers and encouraging to use of public transit for work trips to the Core Area. This reduction in the provision of long term parking might result, however, in a hardship to local merchants as very little properties within the Market Area can accommodate ancilliary staff/employee parking.

Therefore, assuming the conversion of part of the ground floor of the ByWard Market garage to retail floor space as proposed, which would result in a lost of 26 parking spaces and assuming the elimination of the existing 55 long term parking spaces in the parking structure, the net result would be an overall Market Area increase of 161 short term parking spaces over the existing total of 851 short term parking spaces. This 19% increase would be possible while still improving the pedestrian environment of the Market Area. If one assumes that the 55 long term parking spaces are required, thus retained, the net increase in the provision of short term parking spaces would be 106 additional spaces or an increase of 12.5%.

Also, the absolute supply of 419 on-street parking spaces (359 existing + 60 additional spaces) would be less, in fact as some of these spaces would be used as vending stall areas and, occassionally, would make way for special events. This is particularly the case for York Street. Nevertheless, the Market Area would still benefit from a significant increase in accessibility through the provision of additional short term parking facilities.

Loading activity along George and York Streets was examined on a typical August weekday. These two streets are critical for loading, because of concurrent traffic and parking manoeuvres. Every block of George Street and the two blocks of York Street between Sussex Drive and Dalhousie Street have curbside loading activities.

On George Street, it was observed that:

a) The loading zones provided for Woolworths and the Bay are adequate for shipping and receiving.

b) There is some congestion between Freiman and William Streets due to metered parking. A loading zone is provided, but it does not have the capacity for the total activity and some double parking occurs.

It is clear that when George Street is redesigned and designated as one-way westbound, loading activities should be adequately accommodated. Consequently, most of the roadway is to be located to the north side to provide trucks ample turning space into the loading lanes/docks. Loading areas should be provided also along most of the Market Area streets, were required, namely along York, Clarence and Murray Streets and along ByWard Market Square.

On York Street, congested conditions and frequent loading activity occur, especially around the Market area, but parking and loading regulations appear adequate to meet present conditions. Any reorganisation of local traffic movements in York Street, west of ByWard must accommodate both parking and loading functions. It has been noted that loading for Johnson's Furniture on Murray Street may interfere with the function of Murray Street as a major roadway; however, loading can be accommodated parallel to the curb, and it is an enforcement issue to ensure that all loading is done parallel to the curb.

4.5
TRANSPORTATION PROPOSALS

4.5.1
Traffic/Transit

1. General Principles

That vehicular movements in the ByWard Market/Sussex Drive Area, while needed to be accommodated, should have the least disruptive effect on the primarily pedestrian-oriented commercial activities of the Market Area.

2. Specific Proposals

a) That the one-way westbound section of George Street between Cumberland Street and Sussex Drive be located, as much as is possible, on the northern half of the right-of-way, with part of the southern half designed for angle parking and loading.

b) That the eastbound traffic movements on York Street between Sussex Drive and Dalhousie Street be accommodated in the redesign of that section of York Street with westbound movements being modified to create a couplet arrangement on York Street west of ByWard Market Square, and possibly east of William Street. Consequently, the York Street intersection with Dalhousie Street shall be re-design but still allowing left turn movements from York Street to Dalhousie Street if implemented.

c) That all transportation aspects of the ByWard Market/Sussex Drive Area be monitored after the Rideau Area Project street network is implemented to determine the adequacy of the network in terms of minimizing its impact on the area.

4.5.2
Pedestrian/Bicycle

1. General Principles

To place greater emphasis on pedestrian/bicycle movements over vehicular movements in the Market Area and to minimize pedestrian/vehicular conflicts.

2. Specific Proposals

a) That York Street between Sussex Drive and Dalhousie Street be redesigned to create an enlarged and unobstructed civic activity area between Sussex Drive and ByWard Street and to improve the parking arrangement between William and Dalhousie Street (Plans #8, #9 and #13).

b) That signalizations be provided on George Street in the vicinity of the ByWard Market Building in order to allow the safe crossing of pedestrians.

c) That, in consultation with the Rideau Area Project Team, adequate bicycle paths be provided along George Street, St. Patrick/Murray and Sussex Drive/McKenzie arterial couplets.

d) That bicycle stands be provided within the Market Area and appropriately located for the users.

e) That a sidewalk be provided along the west side of William Street between York and Clarence Streets.

4.5.3
Parking/Loading

1. General Principles

To retain and improve the present level of parking and loading services in the ByWard Market/Sussex Drive Area.

2. Specific Proposals

a) That the provision of short term parking facilities be increased through the re-design of York and Clarence Streets between Sussex Drive and Dalhousie Street and that additional short term parking spaces be provided within the ByWard Market garage through a one (1) storey expansion.

b) That curb parking be retained in preference to sidewalk widenings on St. Patrick and Murray Streets and upon conversion to a one-way operation, narrowings at intersections be provided.

c) That the off-street parking facilities be well identified and easily accessible in the ByWard Market/Sussex Drive Area.

d) That short term off-street parking facilities be encouraged rather than the supply of long term parking spaces.

e) That parking requirements in the Market Area be monitored periodically during the implementation of both the Rideau Street Transit Mall and the Rideau Centre.

f) That loading facilities be retained and incorporated in the redesign of York and George Streets between Sussex Drive and Dalhousie Street.

York Street
Location of Activity Area

5

Streetscape and the Urban Environment

5.1

INTRODUCTION

The purpose of this section is to define the concept of the streetscape, define the character possible in streetscape design, establish the types of streetscape quality for different streets of the ByWard Market Area, and propose a set of detail design guidelines to achieve these goals.

5.2

DEFINITION

The streetscape of an area can be defined as the quality of the space within a street resulting from: the design or appearance of the abutting building facades, the design and arrangement of the street furnitures, the street width, material and pattern of the sidewalk and road surfaces, and the type and abundance of vegetation. The character of the streetscape is basically determined by the uses of the abutting buildings and the function of the street.

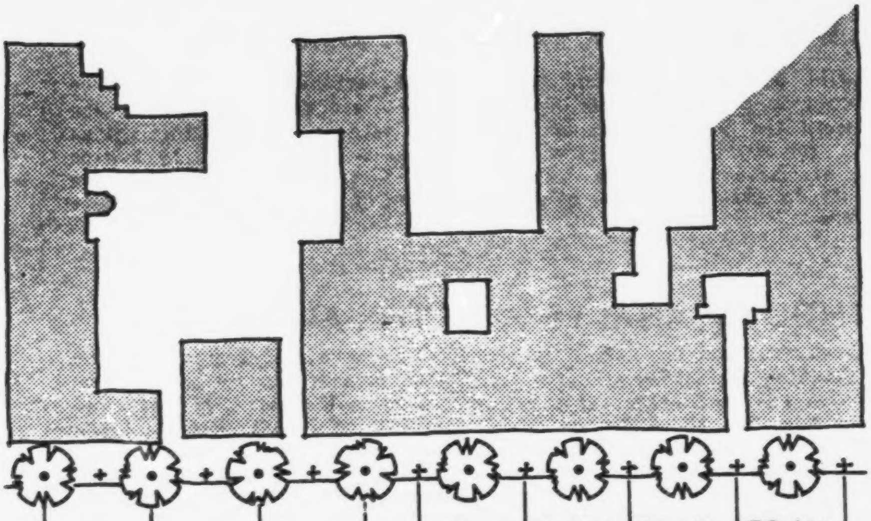
5.3

STREETSCAPE QUALITY

There are considered to be three basic esthetic range of qualities which can be used to describe the quality of a streetscape: formal to informal, hard to soft and cool to warm.

FORMAL AND INFORMAL

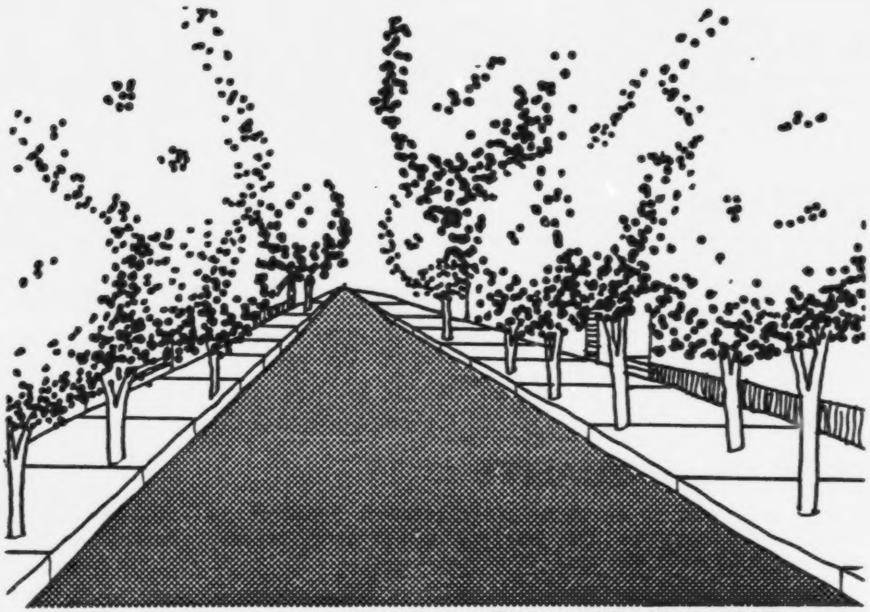
This quality is largely dependent upon the regularity of the placement of trees, lamp standards and patterning of the sidewalk surface. For example, a formal streetscape would consist of a uniform placement of both lights and trees along with a rectangular sidewalk surface pattern. Informal would be the opposite.



Formal arrangement of lights and trees

HARD AND SOFT

A hard and soft qualities refers generally to the smoothness of the surfaces of the elements in a streetscape. Where a large smooth surface occurs in a facade, such as a steel and glass exterior surface, the feeling it imparts to the streetscape is one of hardness. At the other extreme, a facade with highly textured material such as brick or wood give a soft feeling. However, street trees by virtue of their size when mature can give an overall effect of softness providing there are enough trees along the streets.



Soft quality through the use of abundant trees

WARM AND COOL

This range of quality in a streetscape is related to the dominance of colours. Warm colours are those in the yellow, orange, red, brown tones, while cool colours include blue, black, grey and white.

It should be noted that any of these characteristics can also be reinforced by the design and layout of other elements of the streetscape other than the illustration or particular category of elements given above. For example, an informal streetscape can be achieved by a high degree of variation in the street facade design and signage of the buildings in addition to an irregular spacing of street lights or street furniture.

5.4

METHOD OF ANALYSIS OF THE AREAS

The Market Area and the immediate surroundings were analyzed in light of their existing activities and streetscape characteristics. A set of sub-areas with coherent characteristics were then selected. They are, as shown on Map. No. 11, A-Murray Street centered on Parent Street; B-the ByWard Market proper including Clarence, York and George Streets centered on the Market Building and the ByWard Parking Garage; C-Sussex Drive between Rideau and St. Patrick Streets; and D-St. Patrick Street between Sussex Drive and Dalhousie Street.

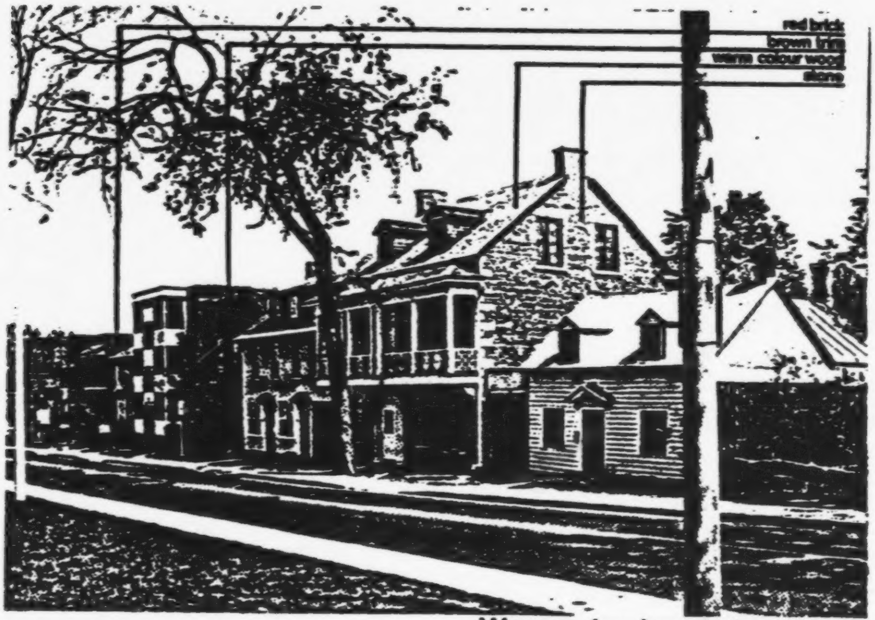
These sub-areas were defined in terms of the three basic categories of characteristics:

1. Formal - Informal
2. Soft - Hard
3. Warm - Cool

In the following section, each area is described generally with the reason for selection of the appropriate guideline characteristics. It should be noted that, for this report, only three generic characteristics have been selected for each sub-area for approval in principle. After this approval in principle, recommended detailed qualities of the elements of the street, such as lamp standards, signs and furniture, will be developed for each area related to the approved guidelines. In the description of the areas below, examples of detailed qualities of the elements will be given for clarification of the intent of the use of the proposed guideline characteristics and should not be considered the only qualities of the streetscape elements recommended.

5.5
GOALS OF GUIDELINES

In keeping with the urban design objectives in the Central Area, the goals of the streetscape design guidelines is to increase the attractiveness of the ByWard Market/Sussex Drive Area. This can be accomplished by reinforcing and clarifying the particular existing visual identity of the various sub-areas so that they are stronger by contrast with each other. This sub-division into different type of areas would make the Market Area more attractive because it will be easier for the user to recognize and remember and therefore to orient oneself. A strong image of a place makes it more familiar and thus more attractive and comfortable to use. This requires that an esthetic evaluation of the area be made in the light of the type of pedestrian activities to determine the existing qualities and the various parts of the areas in which appropriate streetscape characteristics can be created or enhanced.



Warm colouring of streetscape
by façade materials

5.6
SUB-AREAS

5.6.1
Area A: Murray Street

Although this area is zoned commercially and is developing with some commercial uses, there are, in terms of built form, many buildings with a residential low-scale pitched roof form, especially east of Parent

Street. It was felt that this heritage building form characteristic is important enough to preserve and reinforce, even the area west of Parent where there is a potential redevelopment of modern building form on the South. The present plans for the redevelopment of the north side of Murray Street, west of Parent will be of a character that would be compatable to the East. The regularity of the small house form east of Parent and the proposed development on the north suggest that this streetscape should be formal, mainly in terms of a uniform residential form. Large trees (9.2 m) planted at regular intervals would add a certain grandeur to the street. The texture of the streetscape should be soft in keeping with the external residential character through the use of highly textured surfaces such as wood finish on wall. A warm colouring would complement the rich surface character of the area.

Murray Street
Existing

Recommendation

It is, therefore, recommended that the streetscape design guideline for Sub-Area A be a formal, soft and warm character.

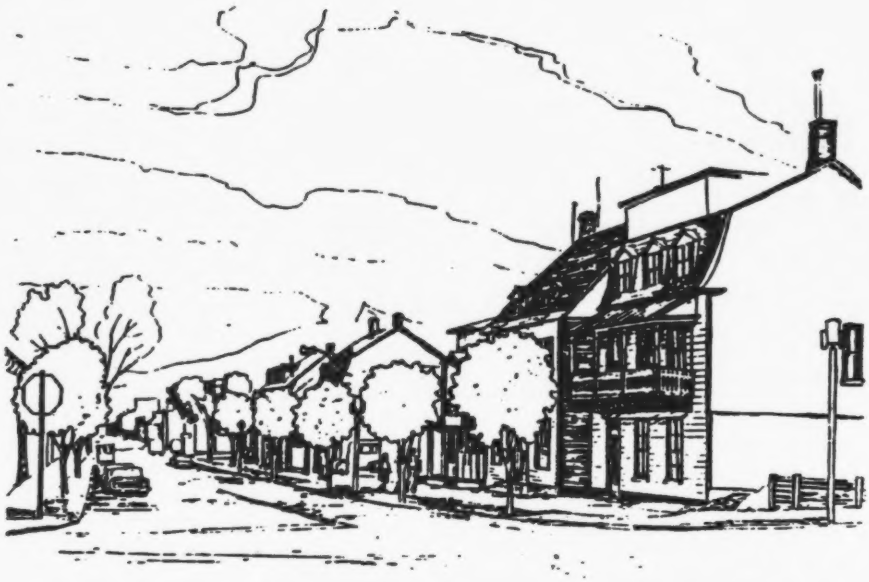
Detailed Recommendations

a) that the pattern of the sidewalk surface be of a uniform, set angular and regular pattern

b) that deciduous trees of a large size (30 feet at maturity) be planted at uniform intervals along both side of the street

c) that the geometry or form of lamp standard and furniture be more of a curvilinear shape than angular

d) that the exterior material of the building facades, constructed landscaping elements and street furniture be of a warm colour and rich texture.

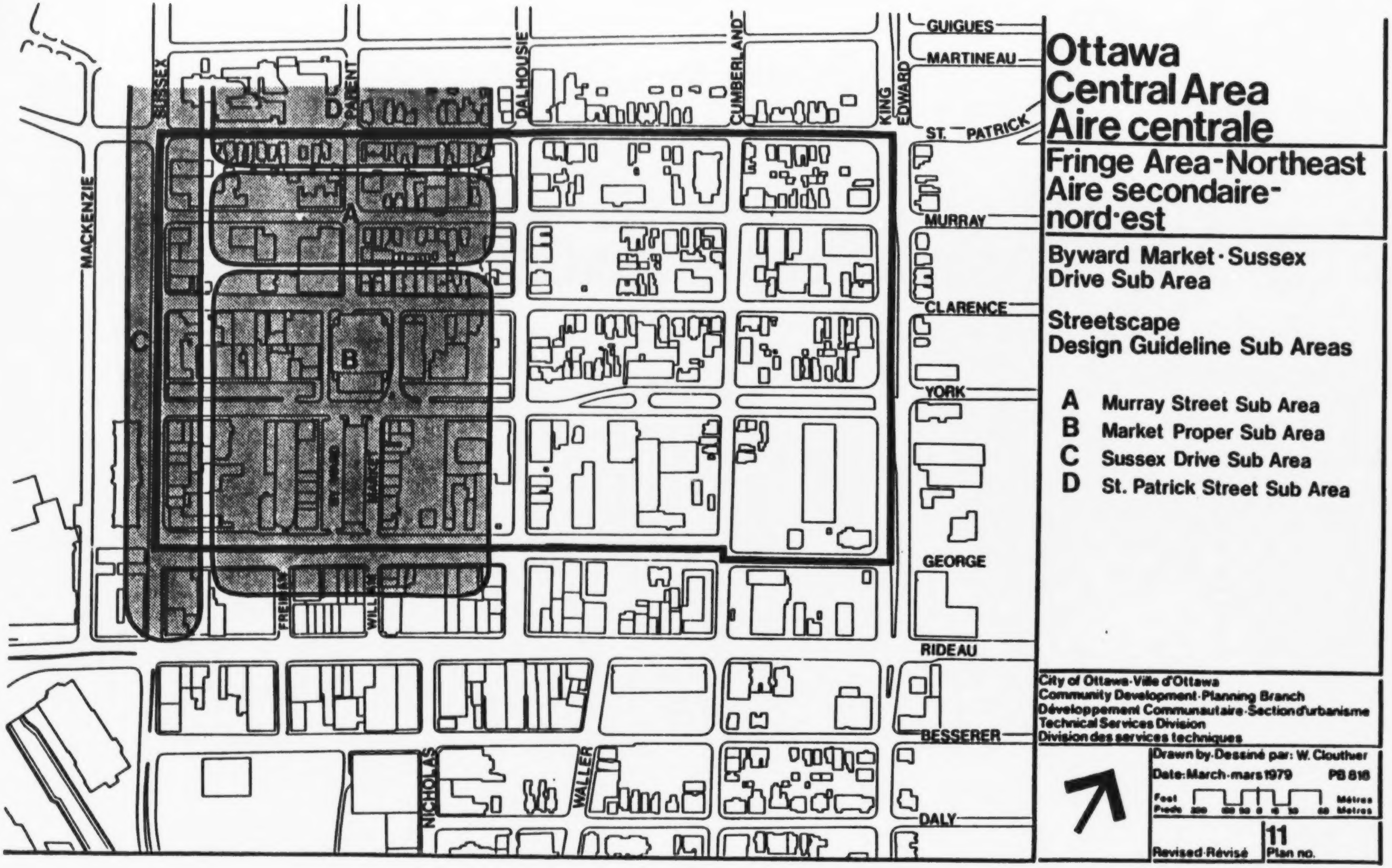


Murray Street
Streetscape with formal, soft, warm character

5.6.2
Area B: The Byward Market Area Proper

The selection of a streetscape design guideline for this area was largely determined by the existing urban environment and activities. The Market Area is an area with a large variety of small retail stores located in 3 and 4 storey buildings with a farmers' market activity area dominating the low-scale pedestrian spaces between the buildings. In particular, the Market Building and the south side of the parking garage set the low scale of the spaces by providing pedestrian areas under its large sloping roof and arcade of one storey in height respectively.

Clarence Street
Existing



GUIGUES
MARTINEAU
ST. PATRICK
MURRAY
CLARENCE
YORK
GEORGE
RIDEAU
BESSERER
DALY
KING EDWARD
CUMBERLAND
DALHOUSIE
PARENT
SUSSEX
MACKENZIE
NICHOLAS
WALLER
FREIMAN
WILLIAM
A
B
C
D
Feet
Pieds
200
100
50
0
15
30
60
Mètres
Metres

Ottawa Central Area Aire centrale

Fringe Area-Northeast Aire secondaire-nord·est

Byward Market · Sussex Drive Sub Area

Streetscape Design Guideline Sub Areas

- **A** Murray Street Sub Area
- **B** Market Proper Sub Area
- **C** Sussex Drive Sub Area
- **D** St. Patrick Street Sub Area

City of Ottawa · Ville d'Ottawa
Community Development · Planning Branch
Développement Communautaire · Section d'urbanisme
Technical Services Division
Division des services techniques

Drawn by · Dessiné par: W. Clouthier
Date: March · mars 1979 PB 816

Revised · Révisé

11
Plan no.

Other buildings with canopies over the sidewalk also contribute to these small-scale intimate spaces.

At a more detailed level, the elements of the streetscape are found to have highly modulated facade surfaces with warm tones. The addition of many signs, utility poles and the temporary vendors' stalls add to the hard geometric forms found in the area. The resulting atmosphere is a busy informal collection of highly sculptured facades, structures and signs many of which have a warm colouring. The design guideline of an informal, hard and warm character would hence be an appropriate one for the Market Area.

Recommendation

It is, therefore, recommended that the Market Area design guidelines be of an informal, hard and warm character.

Detailed Recommendations

a) that a variety of facade height designs be encouraged (within the overall height limitations approved by City Council in the Heritage Report for Heritage Area 17 and 19 which covers the Market Area proper);

b) that the sidewalk area where possible be widen to provide an irregular and wandering pedestrian path to support the informal character;

c) that a variety of sidewalk surfaces with a non-regular pattern be encouraged;

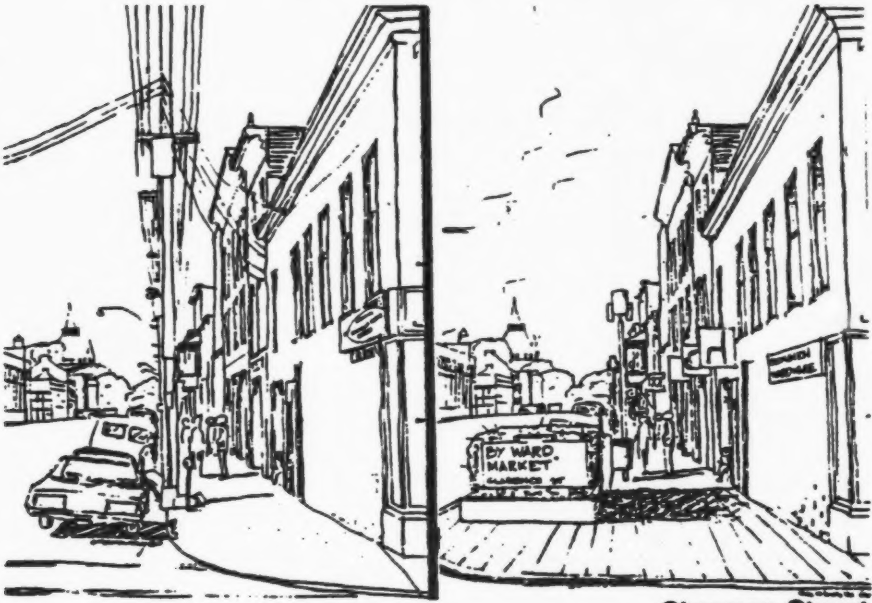
d) that at the edges of the Market Area be designed with a special surface pattern or feature identifying the limits of the market area;

e) that low scale decorative street lamps of a design in keeping with the character of the buildings they front be provided. There should be, however, a limited number of lamp types.

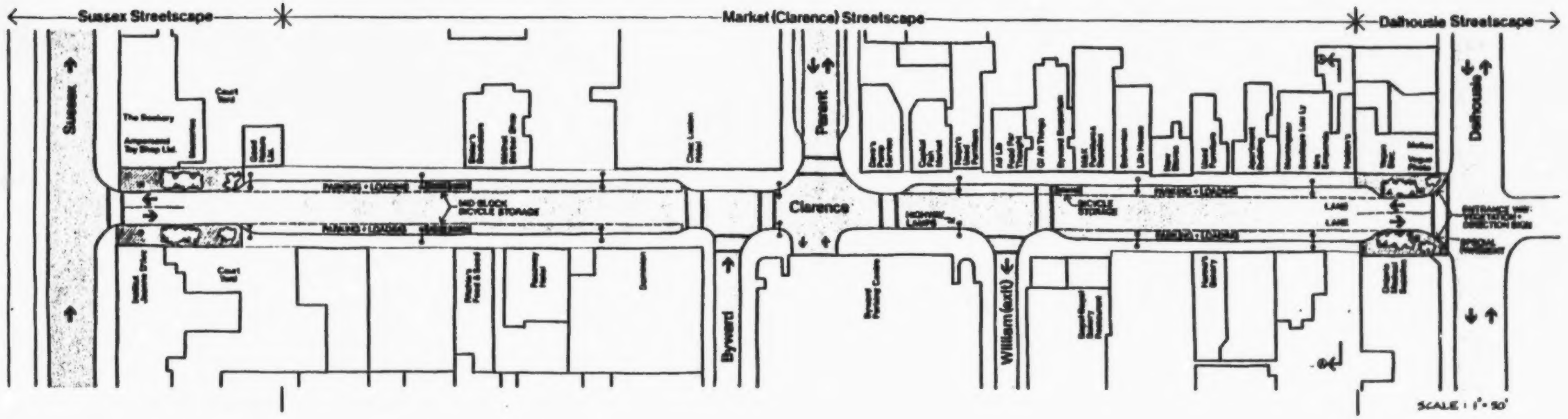
f) that the signs by-law requirement be changed to allow for hanging signs, projecting signs, and signs in keeping with the design of the associated building;

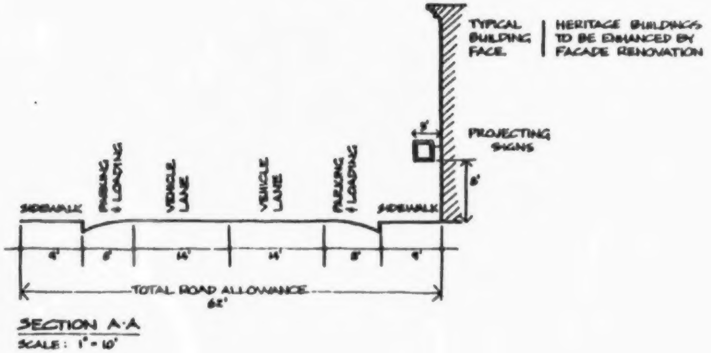
g) that no large trees be located in the sidewalk areas; and

h) that the surface material of facade, street lamps and street furniture be of a rich texture and of a predominantly warm tone.



Clarence Street
Streetscape with informal, hard, warm character


Sussex Streetscape
Market (Clarence) Streetscape
Dalhousie Streetscape
Sussex
The Beanery
Amusement Toy Shop Ltd.
Court Yard
PARKING + LOADING
MID BLOCK BICYCLE STORAGE
Byward
Parent
Clarence
William (exit)
BICYCLE STORAGE
LANE
LANE
Dalhousie
ENTRANCE WAY: VEGETATION + DIRECTION SIGN
SPECIAL PAVEMENT
SCALE : 1" = 50'


TYPICAL BUILDING FACE
HERITAGE BUILDINGS TO BE ENHANCED BY FACADE RENOVATION
PROJECTING SIGNS
8'
SIDEWALK
PARKING & LOADING
VEHICLE LANE
VEHICLE LANE
PARKING & LOADING
SIDEWALK
9'
8'
14'
14'
8'
9'
TOTAL ROAD ALLOWANCE
62'

SECTION A-A
SCALE : 1" = 10'

DESIGN PRINCIPLES

1. ENTRANCE WAY WITH:
   - FOCUS OF VEGETATION
   - DIRECTIONAL SIGN
   - SPECIAL PAVEMENT WITH IDENTIFYING PATTERN AND/OR NAME
2. CIRCULATION
   - SIDEWALK WIDENED FROM 6' TO 9'
3. STORAGE
   - VEHICLE LOADING AND PARKING WITHIN 8' WIDTH
   - MID-BLOCK BICYCLE STORAGE
4. PAVEMENT
   - INTERNAL TO BLOCK FACE TO BE DIFFERENT MATERIAL TO ENHANCE EACH BUILDING
5. LANDSCAPING
   - WITHIN MARKET STREETSCAPE, NO TREES ON SIDEWALK AREA (ALLOWED ON PRIVATE LANDS)
6. FACADE
   - RELAXATION OF SIGNS BY-LAW TO ALLOW PROJECTING SIGNS TO BE MORE VISIBLE FROM SIDEWALK
   - ENCOURAGE CANOPIES
   - LIGHTING STANDARD ON BUILDING FACADE TO BE ALLOWED/ VARIETY OF DESIGNS

Clarence Street Conceptual Streetscape

12
Plan No

5.6.3
Area C: Sussex Drive

As part of the ceremonial drive, character of this area is largely promoted and guaranteed by the extensive federal ownership along both sides of the street, the restoration of the heritage commercial building on the east side, and the eventual redevelopment of the temporary building site on the west. The existing formal character has already been established by the regular pattern of street lighting, a standard sidewalk width on the east side and proposed on the west. In addition, the present proposals for a uniform height of buildings along the west side will further reinforce the formal character of this area. Because many building facades finishes are of a neutral colour and the new buildings on the west side would most likely be of a public governmental use and/or use suggesting a subdued colour facade, it seems reasonable to suggest that a cold character will dominate the streetscape.

From the point of view of texture, a hard character would be in keeping with the extensive masonary surfaces existing or proposed.

Recommendation

It is, therefore, recommended that the streetscape design guidelines for this area be of formal, hard and cold character.

No detailed recommendations are proposed for this area since the control of the streetscape is largely outside the City's jurisdiction.

5.6.4
Area D: St. Patrick Street

This area, which is relatively stable with only three vacant lots in four block frontages, contains small residential buildings except for the block with the Notre Dame Basilica and its rectory, a four storey apartment and a two-storey furniture store extension. Approximately two thirds (22/34) of the buildings are of some heritage quality sufficient to be designated. This implies that the City expects to see the continuation of a low residential scale in this area. Furthermore, the form and architecture of the buildings vary in terms of roof form, setback, and facade rhythm resulting in an informal street facade composition. Compared to the Murray Street area, this area contains about half as many more trees which gives a soft texture to the streetscape, even in the winter. The colours of the streetscape is dominated by red brick which occurs in about two thirds (20/34) of the facades located in three of the block faces. The situation described above would suggest that, since the streetscape is already largely defined by the existing elements, the proposed guidelines should support and reinforce the existing qualities. In order to respect the informality of the area, a variety in sizes and types of trees could, for example, be planted along the street in a varying rhythm. In addition to the softness of the tree forms, sidewalk surface, texture and landscaping elements such as low retaining wall or fences of various warm and rich tones would be desirable.

Recommendation

It is, therefore, recommended that the streetscape design guidelines for sub-area D be of an informal, soft and warm character.

Detailed Recommendations

a) that the pattern of the sidewalk surface be of a variety of texture with rectangular and curved pattern;

b) that a variety of different types and sizes of trees and shrubs be planted in various grouping where there are no driveways or street lamps;

c) that the geometry of lamp standard a furniture be more of a curvilinear shape than angular;

d) that the exterior material of the building facades, constructed landscape elements and street furniture be of a warm colour and rich texture.

6
Recreation and Open Spaces

6.1
INTRODUCTION

The ByWard Market/Sussex Drive Area is essentially a regional shopping area with a very rich and unique heritage character. It also complements the regional commercial and office uses of the Eastern Core Area centered on Rideau Street. It accommodates a very small population which will not increase or change significantly over the foreseable future. Consequently, it relies on the surrounding areas for recreation spaces and facilities even though the area provides some open spaces associated with heritage commercial uses that do meet some of the needs.

6.2
REVIEW OF EXISTING RECREATION SPACES AND FACILITIES

The recreation spaces and facilities found within the ByWard Market/Sussex Drive Area are very limited. Those that do exist are, however, provided by public agencies or private establishments and not by the City of Ottawa. They are, as shown on Map No 13: (1) a series of attractive incidential passive open spaces at the rear of the commercial establishments fronting on Sussex Drive. These are provided by the National Capital Commission as part of their 'Mile of History' ceremonial drive along Sussex Drive; (2) a privately-operated dance studio located on Sussex Drive; and (3) the Canadian Ski Museum also located on Sussex Drive and operated by the Canadian Ski Association.

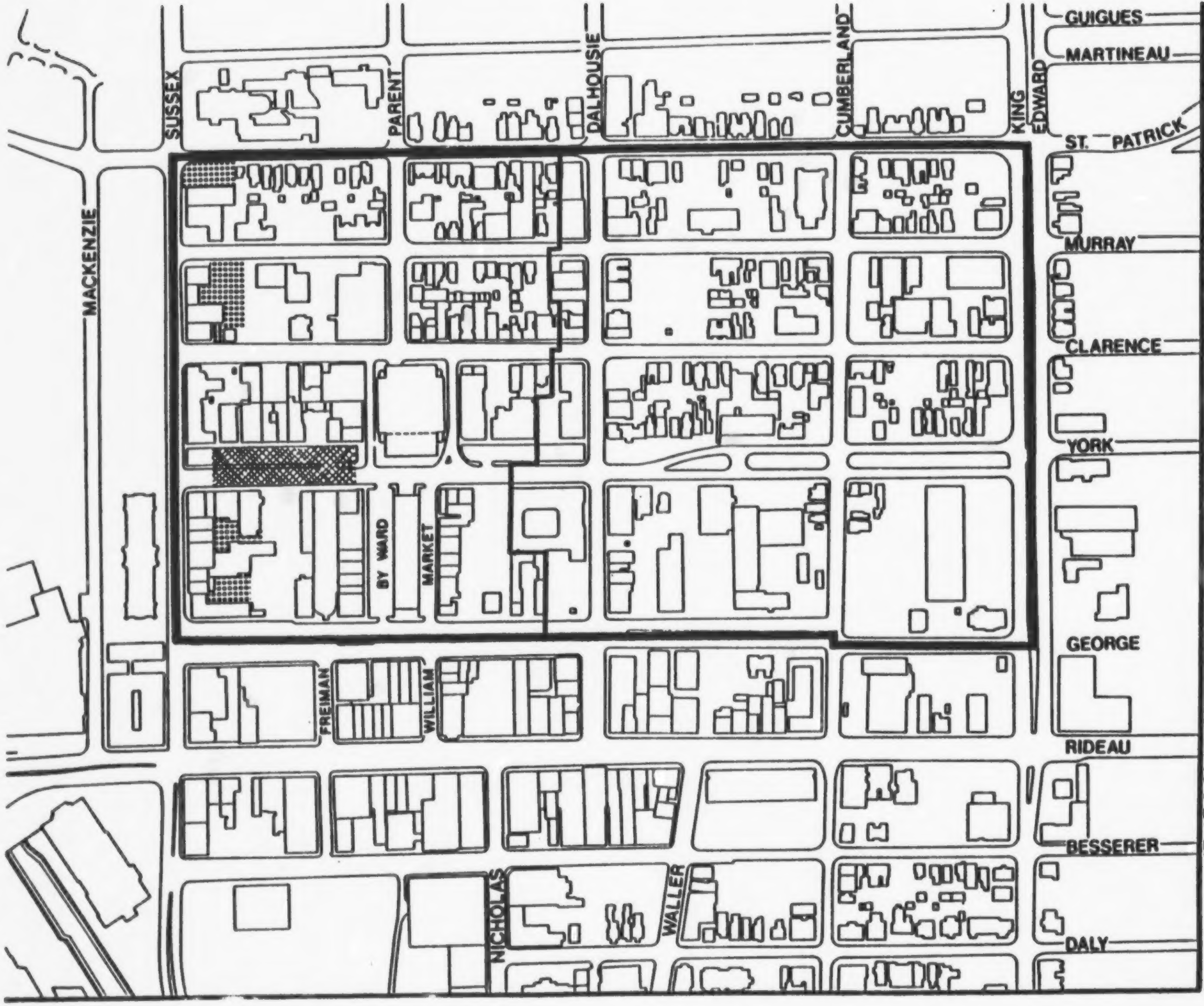
Given these limited recreation spaces and facilities within the area, the residents rely on the surrounding communities and areas to meet most of their recreational needs.

6.2.1
Regional Facilities

Regional spaces and facilities are those facilities serving the Ottawa-Hull Area. The Major's Hill Park and Nepean Point are part of National Capital Commission's network of open spaces serving the Ottawa-Hull metropolitan area. Annual festivities/events are held at these two locations such as the beer garden and arts and crafts exhibition during the Festival of Spring and the concerts held during the summer months at the Astrolab, an outdoor auditorium facility. The proximity of these open spaces and facilities immediately west of Sussex Drive adequately serve the residents of the ByWard Market/Sussex Drive Area and those living in Lowertown.

6.2.2
City-Wide/District Facilities

The city-wide/district spaces and facilities are those located within a radius of 3 to 13 kilometres (two to eight miles) from the subject area. The city-wide/district recreation spaces and facilities serving the Market Area are mostly located in Lowertown, east of King Edward Avenue. They are: 1) Champagne Bath, an old smaller indoor pool; 2) track and field facilities and an auditorium provided by De La Salle Secondary School; and 3) the Sandy Hill arena located within Sandy Hill, on Mann Avenue. Private leisure facilities in close proximity to the ByWard Market/Sussex Drive Area are: 4) dance studios; 5) a theatre, and 6) karate schools all located along Rideau Street and are privately-operated.


GUIGUES
MARTINEAU
ST. PATRICK
MURRAY
CLARENCE
YORK
GEORGE
RIDEAU
BESSERER
DALY
SUSSEX
PARENT
DALHOUSIE
CUMBERLAND
KING EDWARD
MACKENZIE
BY WARD
MARKET
FREIMAN
WILLIAM
NICHOLAS
WALLER

Ottawa
Central Area
Aire centrale

Fringe Area-Northeast
Aire secondaire-nord·est

Byward Market · Sussex Drive Sub Area

Open Spaces

▦ Existing Open Spaces
▩ York Street Activity Area

City of Ottawa·Ville d'Ottawa
Community Development·Planning Branch
Développement Communautaire·Section d'urbanisme
Technical Services Division
Division des services techniques

Drawn by·Dessiné par: W. Clouthier
Date: March·mars 1979 PB 818
Feet Pieds 200 100 50 0 15 30 60 Metres Mètres

Revised·Révisé

Plan no. 13

6.2.3
Community Facilities

Community spaces and facilities are those located within a radius of one to two kilometres (half a mile to one mile) from the study area. Most of these recreation spaces and facilities are provided by Bingham Park located within Lowertown West, four blocks north of the Market area. They consist of: 1) the Patro d'Ottawa, a community centre operated by an ecclesiastical order which also houses an indoor swimming pool operated by the City of Ottawa, 2) wading pool, 3) an outdoor rink, 4) a ball diamond, 5) a practice sportsfield area, 6) a tennis court, 7) a small jogging track and 8) a fieldhouse. A former fire hall located on Bruyère Street at King Edward Avenue has been converted recently into a small community centre. This new facility, called Armand Pagé Community Centre, was required to better serve the needs of the Lowertown West residents and overcome the barrier effect of King Edward Avenue which is affecting the accessibility to the Patro.

6.2.4
Neighbourhood Facilities

The most locally-oriented recreation spaces and facilities are those located within a radius of one half to one kilometre (one quarter to half a mile) from the subject area. They consist of playgrounds and passive open space/rest areas. Those spaces and facilities serving the ByWard Market/Sussex Drive Area are; 1) a school-age creative play area recently developed at the north-west corner of St. Patrick and Cumberland Streets; 2) an old traditional playground located in the middle boulevard area of York Street, just west of King Edward Avenue; 3) a creative play climber also recently constructed in Bingham Park; 4) an adult games/rest area newly developed at the north-west corner of Bruyère and Cumberland Streets; 5) a passive open space area north of Cathcart Street west of Cathcart Square Street; and 6) another passive area located on Sussex Drive between St. Andrew and Bruyère Streets.

6.3
DEMOGRAPHIC CONSIDERATIONS

In 1978, the population of the ByWard Market/Sussex Drive Area as defined by areas 1, 2, and 3 on Map No. 5, was approximately 359 people.(8) Of this total, 72.3% of the people is between 20 and 64 years of age (32.3% between 20-34 and 40.0% between 35-64) and 19.8% is 65 years of age and over. Only 8.9% of the population is 0-19 years of age.

The male residents (52.6%) are slightly more numerous than female (47.4%) which is unusual for an adult population distribution as female normally have a longer life expectancy. Moreover, the male/female distribution is most significant in the 20-34 age group where male residents account for 59% compared to 41% for female residents. The male/female population distribution is almost evenly distributed for the 35 years and over age group with female residents (52%) having a slight edge over the male residents (48%). This male/female population distribution indicates that there is a significant number of single person families and lone-parent families.

Consequently, the population to be served is essentially one of adults with particular consideration given to the male residents in the 20-35 year age group, single persons and lone-parent families. The most common recreational needs of an adult population with a significant number of single persons and lone-parent families are passive open space areas, social games, arts and crafts hobbies and some low competition sports such as tennis, volleyball and badminton. Most of these recreational activities can be pursued in the local schools, community centres and in the sports areas mentioned above.

The projected population in the ByWard Market/Sussex Drive Area, given the past development trends, namely renovations of existing heritage buildings and expansion of the commercial uses, does not indicate any significant population increases. Moreover, the population distribution by age and sex is not expected to change that significantly over the next 10 years.6.4

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(8) Census data provided by Urban Policy and Research Division on a block by block basis using provincial census material.

6.4
RECREATION AND OPEN SPACE POTENTIAL

The ByWard Market/Sussex Drive Area offers little potential to expand the recreation spaces and facilities other than what is already anticipated by the National Capital Commission in association with the properties fronting on Sussex Drive (Map No. 13). Several parking lots exist within the area. However, the provision of adequate parking facilities is essential to the successful operation of this unique regional shopping area. The preservation of most of the existing heritage buildings would minimize the opportunities for large scale redevelopment to take place that could contribute in providing additional parking facilities. The expansion trend of the commercial uses observed in the Market Area in the recent years and the high property values are also minimizing the possibilities of expanding the recreational spaces and facilities within the ByWard Market/Sussex Drive Area.

The most realistic option that would improve the recreational opportunities of the residents of the Market Area lies with the proposals to improve significantly the urban environment of the Market Area proper. To that effect, the Plan aims at giving greater emphasis to pedestrians in the Market Area by providing more functional pedestrian spaces and facilities such as the proposed activity area on York Street between Sussex Drive and the ByWard Market Building (Section 4.5.2) and, general improvements to the sidewalks and streetscape (see Chapter 5).

Notwithstanding the fact that these proposals are more closely associated with the commercial activities taking place in the Market Area, they would nevertheless assist in meeting some of the passive recreational needs of the residents. For instance, the proposed activity area, albeit on an intermittent use basis, would link up with the existing passive open spaces provided by the National Capital Commission and would allow special activities to take place.

These recreational and/or cultural activities could well be established in conjunction with the existing or future uses in the area such as the theatre located at 18-20 York Street and/or with a renovated 11-15 York Street (Grant Building). Activities could also take place at this location in the context of a promotional day/week or during major regional events such as the Spring Festival and/or the Winterlude. The proposed activity area would, therefore, be of assistance in the revitalization of the Market Area as the focal market/cultural activity area of the whole region and profitable to Market merchants.

6.5
GENERAL PROPOSAL

It is proposed to improve, where possible, the recreation spaces and facilities in the ByWard Market/Sussex Drive Area and to continue to rely on the improved spaces and facilities conveniently located in the surrounding communities and areas in order to adequately meet those needs unmet within the area (Section 6.7).

6.6
RATIONALE

The proposal stated above recognizes the fact that the ByWard Market/Sussex Drive Area accommodates a relatively small population consisting mainly of adults. Also, no significant increases and changes in the age/sex distribution are projected in the foreseable future.

The proposal also recognizes the adequacy of the present and improved recreation spaces and facilities provided within the area and in the immediate surrounding communities and areas. The limited potential offered within the area for any upgrading/expansion above the present standard is also recognized. The area will continue to be fairly well served by the existing passive open spaces. Moreover, the proposed civic open space on York Street would assist in meeting further the recreational needs of the residents.

6.7
SPECIFIC PROPOSALS

a) That, in addition to the existing passive open spaces, the proposed activity area on York Street (see Section 4.5.2 and Map No. 9) would be of assistance in meeting some of the recreational needs of the area.

b) That the special events serving the whole City that are to take place on this activity area also take into consideration the needs of the ByWard Market/Sussex Drive Area residents and that of the Lowertown West community.

c) That the area continue to rely on the improved recreation spaces and facilities adequately provided in the surrounding areas in order to meet their needs.

Tin House Courtyard

7
Social Needs

7.1
INTRODUCTION

In August 1979, the City of Ottawa contracted the Social Planning Council of Ottawa-Carleton to prepare a report on the Central Area, in which it would identify high risk population groups, describe their major needs, and advise on issues if any, requiring further study.

The need for a social study of the Central Area is based on two main factors. Firstly, areas of cities surrounding the downtown commercial core are frequently perceived as 'grey' areas - areas of transition, fringing on both the business area and on more stable communities. This perception largely pertains to Ottawa's Central Area where the 'Fringe Areas' of the 'Commercial Core Area' accommodate a residential and commercial land use mix with some industrial uses dating from the early era of the City. The unstable physical fabric of most of these transitional areas is characterized by numerous vacant lots temporary used for public parking while awaiting redevelopment, aging residential buildings receiving minimal maintenance and, by the expansion of the commercial/office uses through conversion of existing residential buildings and through redevelopment. These have a direct influence on the stability of the social fabric.

Also, in recent years, greater emphasis has been given to the residential function of the Central Area. The Central Area is the main business, commercial and political centre of the Captial's Region. Thus, the primary function, for individuals, is the employment function. Related to this are the shopping and entertainment functions fulfilled by the ByWard Market, Sussex Drive, Rideau Street, Sparks Street and Bank Street retail areas. Although the residential fnction has been secondary, there is a growing recognition that this function is also a prerequisite for a viable Central Area.

Hence, the purpose of a social needs study of the Central Area is to help ensure that the most pressing social needs of the current and future residents and users of the Central Area are considered in planning the future development of this area.

This analysis (9), primarily based on interviews with generalists and specialist key informants and, the uses of relevant socio-economic and demographic data and social service uses information, focused on the needs of those groups who have the least resources to meet their own needs. It also gives some attention to the type of actions that could enhance the quality of life of all residents and users of the Central Area. Shortage of time, however, has prevented detailed consideration and consultation with the people who will be affected by the planned and unplanned developments in the Central Area.

The 'Report on Major Social Needs of the Central Area of Ottawa' has given greater emphasis on the residential function of the Central Area because this function is a primary influence on individuals and because of its recognized importance to the viability of the Central Area.

Given that the residential land uses are concentrated in the Fringe Areas, the study was carried out on a sub-area basis where the ByWard Market/Sussex Drive Area formed part of the Northeast Fringe Area. Therefore, this chapter outlines the demographic and socio-economic characteristics and the major social needs of the Northeast Fringe Area as described by the Social Need Study, highlighting the particularities proper to the ByWard Market/Sussex Drive Area. The said Report should be referred to, however, for further details.

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(9) 'Report on Major Social Needs of the Central Area of Ottawa', SocialPlanning Council of Ottawa-Carleton, November, 1979.

7.2

OVERVIEW OF THE BYWARD MARKET-SUSSEX DRIVE AREA

The ByWard Market/Sussex Drive Area, with a population of approximately 359 in 1978, contained 30% of the total population of the Northeast Quadrant which, in turn, amounted to 35% of the total population of the Central Area. The total population of the Northeast Quadrant (1,180) has been declining since 1961 when it had over 2,930 residents. The population trend of the Market Area did not differ from this decreasing trend.

The population of the Northeast Quadrant is characterized by a very high proportion, compared to City averages, of Francophones, elderly and lone-parent families, and a low proportion of the population in the labour force. Roughly one quarter of the total population (in contrast to one twenty-fifth (1/25) of the total Region of Ottawa-Carleton population) was receiving financial assistance from regional and provincial services.

Three-fifth (3/5) of the residents did not have a grade 13 certificate, in contrast to the City average of slightly more than two-fifths. The mobility rate of the residents was also higher than the average for the City although less than in the other two Fringe Areas.

The population characteristics of the ByWard Market/Sussex Drive Area does not differ significantly from those of the Northeast Quadrant. However, given the locational unattractiveness of the area for family living, there is a higher proportion of elderly (20% compared to 18% for the Northeast Quadrant). Also, a higher proportion of the population would consist of one-person households though statistics are not available to ascertain it.

Given the small resident population and social dependency on the larger (in population terms) area east of Dalhousie Street, reference should be made to the Northeast Quadrant Development Plan for a fuller and more detailed discussion of social issues and actions.

8
The Physical Infrastructure

8.1
INTRODUCTION

This section deals with the condition of sewer utilities, overhead wire utilities, sidewalks and roads in the ByWard Market/Sussex Drive Area.

8.2
REVIEW OF EXISTING CONDITIONS

The existing underground and overhead utilities are adequate in meeting present and future needs of the Market Area. However, substantial improvements to the underground utilities and the road network are scheduled and funds are being committed as part of the Rideau Area Project. The City is also pursuing its policy of burying overhead wire utilities in the Central Area. The latest such work has been carried out in the ByWard Market Area. Finally, improvements have been made to area sidewalks and roads as a result of the 1976 "Sidewalk Needs' and 'Road Needs' studies but additional improvements are required following a recent update of the two studies.

8.3
PROPOSALS

8.3.1
Sewer Utilities

This plan recognizes the opportunity given by the Rideau Area Project to upgrade the sanitary and storm sewer utilities within the Northeast Quadrant.

8.3.2
Overhead Wire Utilities

That the City pursue its policy of burying overhead wire utilities in the Central Area.

8.3.3
Sidewalk and Road Surfaces

a) This plan concurs with the findings and conclusion of the Report on Sidewalk Needs (prepared by DeLeuw Cather Ltd., April 1976) identifying the requirements for upgrading the sidewalk surfaces. Also, see chapter on Streetscape and the Urban Environment for streetscaping requirements.

b) This plan concurs with the findings and conclusion of the Report on Road Needs (prepared by DeLeuw Cather Ltd., January 1976) in which no requirements for upgrading the street surfaces in the Northeast Quadrant were identified.

8.4
RATIONALE

8.4.1
Sewer Utilities

The sewers serving this area are mainly of the old "combined" type where both storm and sanitary sewer flows are carried in one pipe. Most of these sewers were constructed between 1880 and 1900 and while they generally function fairly well they cannot be said to provide an adequate level of service by todays standards. Also due to recent Television Inspection of existing sewers, in surrounding areas, it has been found that many of the sewers of this age show signs of structural inadequacies and are near the end of their useful lives. Thus most of the sewers in this area will be replaced when road re-construction is proposed.

8.4.2
Overhead Wire Utilities

One of the main planning goals in the Northeast Quadrant is to preserve and enhance the prime heritage character of the area. Burying overhead wires would contribute towards improving the environment of the area.

8.4.3
Sidewalk and Road Surfaces

A study of sidewalk needs and road needs were carried out for the City of Ottawa by DeLeuw Cather in 1976. Both the Roads and Sidewalks Needs Studies have been updated to January 1979. The Sidewalk Needs Study indicates that there are several sidewalks in the one to five year category and the Road Needs Study shows a section of William on the ByWard Market and York between sussex and Dalhousie also to be in the one to five year category. Once City Council accepts this Development Plan, all proposed transportation, streetscaping and roadworks should be incorporated with the existing road, sidewalk and sewer needs and incorporated in future Capital Works Budget.

9

Implementation Schedule

The following preliminary implementation list for the ByWard Market/Sussex Drive Sub-Area - Central Area Study lists recommendations which may involve a direct cost implications for the City of Ottawa. Every effort has been made to give a reasonable account of the financial implications but it must be stressed that the figures are "ballpark figures" based on similar projects or work conducted in the past expressed in 1980 dollars and should be used with caution.

Where no estimates are given, more detailed information is required or extensive staff time is required to prepare the estimates. It is not deemed appropriate at this stage to expend staff time for estimates unless an estimate can readily be given. Further direction is required to obtain estimates for many of the recommendations.

Cost estimates as they become available or are requested by proper authorities will be incorporated in a continuing update of this list.

Department of Community Development

Implementation Division
Neighbourhood Development Plans

Study Area: Byward Market · Sussex Drive Sub Area

PLANNED IMPROVEMENTS	REMARKS	PRIORITY	ESTIMATED COST	EXPECTED COMPLETION
TRANSPORTATION				
· GEORGE STREET ONE-WAY WESTBOUND CUMBERLAND TO SUSSEX DRIVE	· RIDEAU AREA PROJECT			1981 - 1982
· ST. PATRICK/MURRAY COUPLET	· REGIONAL RESPONSIBILITY			
· ONE-WAY STREETS AROUND BYWARD MARKET BE REVERSED			$ 200	1981
· YORK STREET: ROAD IMPROVEMENTS BETWEEN WILLIAM AND BYWARD MARKET	· SIDEWALK WIDENINGS		$ 10,000	1981
· SIGNALIZATION ON GEORGE STREET IN VICINITY OF BYWARD MARKET BUILDING EAST OF FREIMAN STREET AND AT WILLIAM STREET	· PART OF RIDEAU AREA PROJECT AGREEMENT			1981
Parking				
· LOADING FACILITIES BE RETAINED AND INCORPORATED IN THE REDESIGN OF YORK AND GEORGE STREETS BETWEEN SUSSEX DRIVE AND DALHOUSIE STREET	· PARKING POLICY FOR BYWARD MARKET - SUSSEX DRIVE SUB AREA			
· CURB PARKING BE RETAINED IN PREFERENCE TO SIDEWALK WIDENING ON ST. PATRICK AND MURRAY STREETS				
· OFF-STREET PARKING FACILITIES BE WELL IDENTIFIED	· SIGNS REQUIRED AT STRATEGIC LOCATIONS	HIGH	$ 500 - $ 1,000	1981 - 1982
· PARKING REQUIREMENTS BE ASSESSED AS PART OF CENTRAL AREA AND MONITORD DURING IMPLEMENTATION OF RIDEAU STREET TRANSIT MALL AND RIDEAU CENTRE				
· NUMBER OF SHORT TERM PARKING FACILITIES BE INCREASED THROUGH THE REDESIGN OF YORK AND CLARENCE STREETS AND THROUGH A POSSIBLE ONE STOREY EXPANSION OF THE BYWARD MARKET GARAGE	· APPROXIMATE COST ESTIMATE TO CONSTRUCT ON ADDITIONAL FLOOR ON THE PARKING GARAGE		$ 360,000	

PLANNED IMPROVEMENTS	REMARKS	PRIORITY	ESTIMATED COST	EXPECTED COMPLETION
ROAD CONSTRUCTION / RECONSTRUCTION				
• SUPPORT FOR ROAD NEEDS STUDY	• NO ROADWALK REQUIRED IN THE SHORT TERM 1-5 YEARS			
• YORK STREET BE REDESIGNED BETWEEN SUSSEX DRIVE AND DALHOUSIE STREET TO CREATE AN ENLARGED CIVIC ACTIVITY AREA BETWEEN SUSSEX DRIVE AND BYWARD STREET	• SPECIFIC DESIGN REQUIRED		$50,000 - $100,000	
• ST. PATRICK / MURRAY, WHEN CONVERTED TO ONE-WAY OPERATION, NARROWING BE PROVIDED AT INTERSECTIONS	• CITY MAY BE REQUIRED TO PROVIDE FUNDS FOR NARROWINGS ON A REGIONAL ROAD		$50,000	1981
• STREETLIGHTING / BURIAL OF OVERHEAD PLANT: CITY CONTINUE ITS POLICY TO BURY OVERHEAD WIRE UTILITIES IN THE CENTRAL AREA	• CURRENT CITY POLICY: THIS AREA SHOULD HAVE A HIGH PRIORITY AFTER RIDEAU AREA PROJECT PROGRAMME COMPLETED			1982 - 1985
PROPOSED SIDEWALKS AND PEDESTRIAN / BICYCLE PATHS				
Sidewalks				
• SIDEWALKS AS PER SIDEWALK NEED STUDY ALONG WITH STREETSCAPING IN SUB-AREAS A TO D	• COST ESTIMATE ONLY FOR SIDEWALK RECONSTRUCTION AS PER SIDEWALK NEEDS STUDY		$200,000	1980-1985
• SIDEWALKS BE WIDENED WHERE POSSIBLE IN SUB-AREAS A TO D			$6,400	1981-1983
• SIDEWALK ALONG WEST SIDE OF WILLIAM STREET BETWEEN YORK AND CLARENCE STREETS				
Bicycle Path				
• BICYCLE PATHWAYS BE PROVIDED ALONG GEORGE STREET, ST. PATRICK / MURRAY AND SUSSEX DRIVE / MACKENZIE ARTERIAL ROADWAYS	• SUSSEX DRIVE IS DESIGNATED AS A CONNECTING ROUTE IN THE RECOMMENDED CYCLING ROUTES WHICH WAS PREPARED BY THE OTTAWA - CARLETON INTERGOVERNMENTAL BICYCLE COMMITTEE • COORDINATION WITH THE RIDEAU AREA PROJECT TEAM REQUIRED • REGIONAL RESPONSIBILITY AND WILL BE CONSIDERED AS MAJOR BIKEWAYS			1982 - 1987 OR LONGER

PLANNED IMPROVEMENTS	REMARKS	PRIORITY	ESTIMATED COST	EXPECTED COMPLETION
LANDSCAPING / TREE PLANTING				
• SUB-AREAS A TO D BE STREETSCAPED ACCORDING TO RECOMMENDATIONS IN PLAN	• FINAL COST ESTIMATES WOULD DEPEND ON DESIGNS APPROVED AND SHOULD BE DONE IN CONJUNCTION WITH SIDEWALK CONSTRUCTION/ RECONSTRUCTION AND CITY-WIDE TREE PLANTING PROGRAMME		TOTAL STREETSCAPING OVER $150,000	1981 - 1985
RECREATION				
• ACTIVITY AREA PROPOSED FOR YORK STREET TO ASSIST MEETING RECREATIONAL NEEDS • SPECIAL EVENTS AT ACTIVITY AREA TO TAKE INTO CONSIDERATION THE NEEDS OF THE BYWARD MARKET-SUSSEX DRIVE AND LOWERTOWN WEST COMMUNITY	• AS A RESULT OF PROVIDING THIS SPACE, RECREATIONAL EVENTS SHOULD BE PROGRAMMED BY THE CITY'S RECREATION BRANCH WHEN THE SPACE IS IMPLEMENTED			SHOULD BE ON-GOING
SOCIAL SERVICES				
• COLLABORATIVE ACTION WITH COMMUNITY GROUPS AND SOCIAL AGENCIES IN THE TOTAL LOWERTOWN WEST AREA, TO ENCOURAGE A SENSE OF COMMUNITY AND THUS STABILITY	• TO BE PROVIDED BY THE COMMUNITY RESOURCES DIVISION			
• CITY INITIATE A SYSTEMATIC PLAN OF ACTION FOR MEETING IDENTIFIED NEEDS IN THE CENTRAL AREA. SUGGESTIONS FOR ACTION MADE BY KEY INFORMANTS BE CONSIDERED IN DEVELOPING THE PLAN	• OTHER COST ESTIMATES DEPENDANT ON SPECIFIC COURSE OF ACTION TO BE FOLLOWED AFTER ADDITIONAL STUDY			
• NO FURTHER STUDY EXCEPT FOR THE LAST TWO ABOVE				